PITTSBURGH COMMERCIAL.
PUBLISHED DAILY BY THE PITTSBURGH NEWSPAPER AND PRINTING COMPANY.
OFFICE, 76 FIFTH STREET.
(OPPOSITE POSTOFFICE.)
C. D. BRIGHAM, . . . . . Editor.
R. D. THOMPSON, . . . . . Business Manager.
TERMS OF THE DAILY:
Single Copy.....3 Cents.
Delivered by Carrier, (per week).....25 Cents.
To Subscribers, (per year).....$10 00.
Address THE COMMERCIAL, Pittsburgh.

## LOCAL NOTICES.

**To Wholesale Buyers of Dry Goods.**

We are offering special inducements—on lots from the Eastern auction sales—Shawls, Dress Goods, Housekeeping Goods, Men's wear Sheetings, Shirtings, Prints, &c. J. W. Barker & Co., 59 Market street.

**Great Rush at Soucy's.**

The immense sales at F. Soucy's, No. 168 Wylie street, (near Elm street,) are attributable to the fact that the prices are down to a figure which enables everybody to buy dry goods *absolutely cheap*. Mr. Soucy offers a full line of goods which cannot be excelled in quality by any other house in the city, embracing the best French Merino, all wool Delaines, best 4-4 Ticking, best Prints, Cassimeres, Breakfast Shawls, Tweeds, Hosiery, Gloves, elegant Plaids, Bleached Canton Flannels, Blankets, Gents' Furnishing Goods. Call and examine, without delay, and remember the place, F. Soucy, 168 Wylie, *near Diamond street*.

**Bates & Bell.**

Messrs. Bates & Bell are continuing to have their extensive establishment crowded with purchasers, who unanimously express their surprise at the cheapness and excellent quality of the goods there for sale. All kinds of dry goods, from the finest silks and dress goods to the coarsest and most ordinary fabrics, for sale at fabulously low prices. Remember the place, No. 21 Fifth street—Bates & Bell.

**The Magnificent $500 Gold Medal,**

Set with Diamonds, and the Championship of America will be skated for at the Rink, this evening at seven o'clock. As this is by far the handsomest and most valuable prize that has ever been offered, and the best skaters of the United States and Canada are here to compete for it, such an opportunity to see first class skating may never again occur in Pittsburgh.

**The Singer Sewing Machine**

is pronounced by scientific and competent judges to be the best family and manufacturing Sewing Machine now in existence. Ladies call and examine the new style of the same. Straw & Morton, General Agents, corner of St. Clair and Penn streets.

**Central Park.**

Great excitement in the *Tootles* Family, at this Park, as to which one will win the prize, this afternoon.

**Country Blankets,**

Slightly soiled at Barker's.

**Grand Masquerade.**

(By request of nearly two hundred ladies and gentlemen) at the Rink, Thursday evening. No gentlemen allowed to appear in ladies' costume. Admission to spectators as usual. Costume tickets can be obtained (by the original patrons of the Rink only) at any time before five o'clock Thursday afternoon, from R. G. Hervey, General Manager.

**Soo**

Those 12½c Towels at Barker's.

**Singer's Button-Hole Machine.**

The wonder of the Nineteenth Century. Ladies call and examine. Straw & Morton, General Agents, corner of St. Clair and Penn streets.

**Fine Grates, .**

Summer Fronts and Fenders, for sale at very low rates by Bissell & Co., No. 25 Liberty street. SMW

**The Best Potash**

And Soda Ash in the city is sold at Fleming's Drug Store, 81 Market street.

**Hot Air Furnaces**

And Hot Air Registers, best quality, for sale by Bissell & Co. 25 Liberty street. SMW

**Table Linens,**

Extraordinary Bargains at Barker's.

**Trunks, Trunks,**

At John Bell's No. 25 Market street, three doors from Second street.

**Parlor Stoves.**

Heating Stoves, Laundry Stoves, Cook Stoves, Grate Fronts, Fenders, Summer Fronts, &c., for sale by Bissell & Co., 25 Liberty street. SMW

**Grand Masquerade**

And Fancy Dress Carnival at the Rink, Thursday evening, February 6th. Costume tickets must be procured at the Rink before the night of the Masquerade.

**More**

Of them slightly damaged Muslins at Barker's.

**Leaf Tobacco.**

Havana, Yara, Connecticut, New York State, at New York prices, branch of Julian Allen 173 Water street, New York. Daniel F. Dinan, 75 Water street, Pittsburgh.

**The Celebrated**

Triumph Cook Stove, for coal, for sale by Bissell & Co., 25 Liberty street. SMW

The Daily Commercial
NEWS SUMMARY.
BY TELEGRAPH.

A destructive fire occurred in Frankfort, Kentucky, Monday, consuming property to the amount of $40,000. Insurance $20,000.

John Devlin has been found guilty, in New York, of defrauding the Government to the amount of six hundred thousand dollars in whisky distilling.

A large meeting assembled at Brainard's Hall, Cleveland, on Monday evening, to give General O'Neill a public reception. Upwards of two thousand persons were present, and a large number were unable to gain admission. Speeches were delivered by General O'Neill, Vice President Gibbons, and Colonel Walsh. General O'Neill offered to the President of the United States, in case of war with England, the services of one hundred thousand Fenians.

Dates from England of the 22d ult. state that the English police claim to have made two important arrests, one in London and the other in Scotland. The former gave the name of Clancey. He gave the officers some trouble, and fired twice at them with a revolver. He was, however, overpowed. His is said to be a gentlemanly looking man, and answers to the description of the person who killed McDonnell, the bandsman, some few months ago. After lodging him in the police station, Sergeant Chown went to the house where the prisoner had been living and searched the rooms. Several papers were discovered which, it is said, leave no doubt that the prisoner is an American, and had served in the Federal army. A great quantity of ammunition, revolvers, bullets, bullet moulds and a dagger were also found. Clancy was examined on the 21st and held for trial. The arrests made in Glasgow are two men named Barrett and O'Neil, the former, it is asserted, is the man who fired the barrel of powder at Clerkenwell. They both arrived in London in charge of the police.

Sanderson's steel warehouse, Johnson's printing office, and Campbell's foundry, in the large building No. 77 Beekman street, New York, were burned yesterday morning. Loss, $150,000.

The paint shops and a portion of the blacksmith shops of the Toledo, Wabash and Western Railway, at Springfield, Ill., were destroyed by fire yesterday. Loss $15,000; fully insured in the Ætna, Hartford, Yonkers, and New Haven companies. The origin of the fire is unknown.

Patsy Reardon, who killed young McCann in a prize fight on Bloody Island, near St. Louis, a short time since, was tried in Belleville, Ill., and yesterday sentenced to one month's imprisonment in the county jail. His companions under eighteen years were sentenced to one week's confinement in same place. The lightness of this punishment is said to be in consequence of the belief that McCann's death resulted more from over excitement than the severity of the blows administered. All those engaged in or witnesses of the fight over eighteen years old plead not guilty, and their cases were continued to the next term of the Court.

No business of general interest was transacted in the Virginia Convention yesterday.

A company has been chartered to run a line of steamships between Norfolk, Va., New Orleans, and Venezuela.

There was no quorum in the Florida Convention yesterday.

A freedman was fatally stabbed by a white boy in Augusta, Ga., yesterday.

A negro meeting in Savannah, Ga., yesterday, broke up in a free fight. Several persons were injured, but none killed.

The Memphis *Avalanche* contempt case was concluded yesterday. M. C. Galloway and W. H. Rhea, two of the editors, were sentenced by Judge Hunter, of the Criminal Court, to pay fines amounting to two hundred and thirty dollars each, and be imprisoned in the county jail seventy days, and thereafter until they answer the interrogations they refused to answer. The matrimonies committing them will be issued as soon as the proceedings of the Court are recorded. The *Avalanche* yesterday morning was more abusive of the Judge, if possible, than heretofore.

A fire in Elmira last night destroyed buildings on Water street occupied by the Freeshush Hoop Skirt Manufacturing Company, two clothing stores, &c. Loss $15,000—partially insured.

The County Court of Davidson county, Tennessee, voted yesterday to submit to the people on the 9th of March next, a proposition to subscribe three hundred thousand dollars of stock in the Tennessee and Pacific Railroad Company.

The employees of the corporation of Nashville applied yesterday to Judge Carey, of the Circuit Court, for a mandamus to compel the City Recorder to pay salaries in greenbacks or equivalent. The application was heard, but not determined. The question involves a large sum of money.

Birmingham & Bro's., Satinet Factory at Dalton, Massachusetts, was burned on Monday, with a large quantity of manufactured goods and machinery. Loss $60,000. Insurance $25,000.

A Washington special has a report that General Rousseau will be appointed as the successor of Meade.

# The Pittsburgh Commercial.

VOL. V. PITTSBURGH, WEDNESDAY MORNING, FEBRUARY 5, 1868. NO. 123.

# FIRST EDITION.

12 O'CLOCK, M.

## HARRISBURG.

Transfer of Surplus Bounty Fund.

Local Bills Passed Finally.

Active Business in the House.

100 Private Calendar Bills Passed.

House Free Railroad Bill Passed Finally.

Special Dispatch to Pittsburgh Press.

HARRISBURG, PA., February 4, 1868.

SENATE.

**Bills in Place.**

By Mr. Taylor, of Beaver, authorizing the School Directors of Rochester borough, Beaver county, to borrow money.

By Mr. Errett, of Allegheny, annexing a portion of Duquesne borough to Allegheny City.

Also, changing the name of the "Pittsburgh Newspaper and Printing Company" to "Commercial Company," and incorporating the same.

**Bounty and School Funds.**

Mr. Errett, of Allegheny, offered the following:

*Resolved*, That the Committee on Education be requested to inquire into the expediency of reporting a bill authorizing school boards throughout the State with surplus bounty funds to transfer the same to school funds.

Adopted.

**Act Defeated.**

The act authorizing the sale of property of any incorporated company upon bonds secured by mortgage given by it with like effect as if sold upon the mortgage, was defeated.

**Bills Passed Finally.**

The act giving Wm. C. Fisher and Elisha Barnes the right to establish a ferry over the Ohio at Vanport, passed finally.

The act incorporating the Artisan's Deposit Bank of Pittsburgh, passed finally.

The act incorporating the borough of Millvale, Allegheny county, passed finally.

**HOUSE OF REPRESENTATIVES.**

Over one hundred bills on the private calendar passed finally, among them the following:

Increasing the number of officers in Red Bank township, Armstrong county to four Supervisors, and authorizing the election of township treasurers in Armstrong county.

Authorizing the owners of lock and dam at Franklin, Venango county, to close the lock and build a chute in the dam for the passage of boats.

Authorizing the appointment of an additional Notary Public in Beaver county.

Fixing the standard weight of coal at eighty pounds per bushel in Jefferson county.

Increasing the fees of surveyors of Allegheny when employed as witnesses in land suits, to five dollars per day, and three cents mileage.

Exempting Pithole City from five per cent. tax on taxable property imposed by act of February 14, 1866.

Incorporating the Pennsylvania Society for the prevention of cruelty to animals, being a Philadelphia corporation.

Empowering the officers and corporators of the Greensburg Masonic Fund to act as witnesses for and against said corporation.

Authorizing the appointment of two additional Notaries Public in Allegheny county.

Authorizing the authorities of Waynesburg, Greene county, to collect a special tax of twenty mills on the dollar for the payment of indebtedness.

Authorizing a State Road from John Rogers, Washington county, to Stewart's Mills, Allegheny.

Authorizing Alexander Griffin to erect a ferry over the Allegheny river from the Point between Walnut and Chestnut streets, Phillipsburg, Clarion county, to a point in Sugar Creek township, Butler county.

Adjourned at six until half-past seven this evening.

**Free Railroad Law.**

The free railroad bill was under discussion from seven and a half o'clock till after eleven. During the debate the galleries were crowded with ladies. In the excitement of the debate the bill was characterized as an "old bawd," an indecent woman, a bastard, &c. The member was called to order and his language pronounced indecent, fit only for the gutter. The Speaker stopped the personal allusions.

The personal liability clause, offered by Mr. Thorn, of Philadelphia, was voted down—yeas 26, nays 62.

The amendment by Mr. Thorn excluding city passenger railways from the provisions of the bill was defeated.

Mr. Wilson, of Allegheny, offered an amendment providing for the best mode of preventing accidents and fire, which was adopted.

The bill then passed finally on yeas and nays by a perfectly unanimous vote, with no material alterations.

Adjourned.

**Progress of Legislation---Only Eight Bills Passed in Both Houses---Pittsburgh and the Connellsville Railroad---Senator Lowry's Canal Scheme---Speed of Railroad Trains---The Election Frauds in the Twenty-First Senatorial District.**

Special Correspondence of Pittsburgh Commercial.

HARRISBURG, February 3, 1868.

Eight bills only, have, up to this date, been passed through both branches of the Legislature. This results partly from the fact that the House was not organized until the close of the first week of the session; but principally from the fact that there is less disposition to pass bills under a suspension of the rules this session than heretofore.

The Senate committees have acted upon and reported one hundred and fifty-nine bills, and the House committees have reported two hundred and nine. The Senate has passed fifty-one Senate bills, and the House has passed twenty-eight House bills. The following are the bills which have passed both houses:

An act for the payment of the retiring officers of the General Assembly.

An act to authorize the Barclay Coal Company to lease their coal lands and railroads.

A further supplement to the act entitled "A supplement to the act to incorporate the Western Transportation Company, formerly the Oil Creek Transportation Company."

An act to repeal an act, approved 21 April, 1857, relating to the assessment of road taxes and election of township officers in Jefferson county.

An act to provide for the erection of a Poor House for certain townships and boroughs in Northumberland county.

An act relating to the collection of bounty tax in Northumberland county.

An act to repeal the act to incorporate the charter of the Connellsville Railroad Company.

An act in relation to the State Road from Harrisburg to Gettysburg.

As will be seen the foregoing are all local bills and none of them of much interest to the people of Western Pennsylvania, except the one restoring the charter of the Connellsville Railroad Company. It is alleged here by quite a number of Eastern, and some Western members, too, that the people of Pittsburgh, with all their acknowledged wealth, will not step forward and furnish a hundred thousand dollars to complete the Connellsville Road. It will be a burning shame if such predictions should prove true.

It appears that Senator Lowry only asks the State to furnish three million dollars for his ship canal project. It will be hard to convince the unsophisticated farmers of Pennsylvania that it is good policy for a State that is over thirty-seven millions in debt, notwithstanding the reduction of the same since the Republican party came into power of over four millions, to gather taxes from the people, and then lend the money to any corporation, for any purpose whatever.

In view of the many railroad accidents that are occurring, especially during the winter months and the fact that Congress don't seem disposed to act in the matter, there is quite a disposition manifested here to pass an act limiting the rate of speed upon railroads in this State. The bill proposed to be passed will make it a criminal offence to run any passenger or other train, on any railroad within the limits of this State at a higher rate of speed, from the first of December to the first of April, than twenty-five miles per hour, and from the first of April to the first of December at a higher rate of speed than thirty-five miles per hour. It is thought by some that such a bill would, in a great measure, lessen the risk of railroad travel. It is said, and no doubt it is true, that on railroads having short curves running at the rate of forty miles per hour, in the winter time, with the rails made brittle by hard freezing, as well as the wheels and axles under the coaches, there is too great a risk run by those who are compelled to travel over such roads at such times, and hence that the Legislature ought to interfere by a restraining and limiting act. If any thing is done in relation to this matter it should be by Congress, so as to put all the railroads in the country upon equal footing. But it is a question with some whether, if Congress won't act, the State Legislature should not.

The committee on the contested election case of Robison vs. Shugart are still at work. Eighty-four witnesses on the part of the contestant have already been examined, and there are about twenty yet that it is proposed to examine by the counsel for Robison. They have established beyond the shadow of a doubt that about one hundred and fifty illegal and fraudulent votes were cast for Mr. Shugart. One of the witnesses, an Irishman named Lacy, is not expected to live, having been met on his way home, when within a mile and a half of the town of Clearfield, by a gang of Collins men and beaten almost to death. At last accounts he was still unable to speak, and no hopes entertained of his recovery. O'Mara's wife had to leave Clearfield last week and come to this city for protection. Her husband sent her on to the State of New York, so that her life should not be endangered at the hands of Collins' employees. No wonder they shot down the officers of the Government in that county when they were trying to enforce the draft of 1863 and 1864. The testimony taken before this Committee will all be published, and if it does not exhibit the most devilish plans of the Democracy for carrying elections that ever entered into any man's head, then I will acknowledge that I am no judge of the total depravity of man. JONES.

# XLth CONGRESS.

## THE RECONSTRUCTION DEBATE.

Special Agents to be Confirmed.

Grant and Johnson Correspondence

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 4, 1868.

In the Senate to-day the reconstruction debate was continued in a speech by Mr. Williams, of Oregon, in favor of the Congressional policy.

Some discussion occurred on the bill of Mr. Patterson, of New Hampshire, compelling all special agents of the departments to be sent to the Senate for confirmation. No action was taken on it.

The House was not very interesting to-day in the way of legislation. The bill to protect American citizens abroad was discussed, but no action was taken on it. The bill to forfeit the land grants of Southern railroads was also debated without a vote.

The House presented quite a scene when the correspondence between Grant and the President was read relative to the reinstatement of Mr. Stanton. It was ordered to be printed and referred to the Reconstruction Committee.

To Western Associated Press.

WASHINGTON, D. C., February 4, 1868.

SENATE.

The Chair submitted a communication from the Secretary of War, relative to the constitutionality of the laws of Maryland in regard to the apprenticeship system. Referred to the Judiciary Committee.

Mr. CRAGIN presented a petition of citizens of Colorado, asking admission into the Union. Referred.

Mr. HENDERSON presented a report of the Special Committee of the Mississippi Convention on the subject of destitution in that State. Referred.

Mr. FRELINGHUYSEN'S bill for the protection of persons making disclosures as parties or witnesses, was passed.

On motion of Mr. HOWARD, the vote passing the resolution requesting the President to communicate any instructions given to Generals Pope and Meade, on taking command of the Fourth Military District under reconstruction, with copies of the discussions and votes in Cabinet on the same subject, was reconsidered.

Mr. BUCKALEW moved to strike out the last clause. The amendment was agreed to and the resolution readopted.

The Senate took up the bill regulating the tenure of certain offices. The question was on Mr. SUMNER'S motion to except the special agents of the State Department.

Mr. SUMNER advocated and Mr. BUCKALEW and Mr. PATTERSON, of New Hampshire, opposed the amendment.

The morning hour expiring, the further consideration of the bill was postponed till three o'clock.

The Senate took up the special order, the supplementary reconstruction bill, and Mr. WILLIAMS spoke in its favor.

Mr. MORRILL, of Maine, obtained the floor, and its further consideration was postponed till to-morrow.

The tenure of civil office bill came up. Mr. SUMNER'S amendment was lost.

On motion of Mr RAMSEY, the bill was amended by increasing the number of special agents from twenty to twenty-five.

At the conclusion of a lengthy debate, the bill was recommitted for further consideration. Adjourned.

HOUSE OF REPRESENTATATIVES.

Mr. BUTLER, from the Committee on Appropriations, reported a bill to regulate the custody and expenditure of public moneys. Ordered printed and recommitted.

Mr. EGGLESTON presented a resolution of Lincoln Encampment of the Grand Army of the Republic, Department of Ohio, for the release of Col. Halpin and Lieut. James Smith from British prisons. Referred to the Committee on Foreign Affairs.

Mr. ARNELL offered a resolution reciting that an armed organization, known as the "Ku-klux Klan," are committing brutal outrages and murders on white and colored Unionists in the counties of Maury, Giles and Montgomery, Tennessee, and that great terror and uncertainty prevail there, and instructing the Committee on Freedmen's Affairs to inquire into the outrages and the best means for their immediate suppression.

Mr. MAYNARD offered a resolution declaring, as the sense of the House, that it is unjust and impolitic to compel by taxation duties on imports, or otherwise interfere with revenue arising therefrom as established by statute. Referred to Committee on Ways and Means.

Mr. LOGAN asked leave to offer a resolution to tax United States bonds two per cent. semi-annually. Objection was made.

Mr. LOGAN asked leave to offer a resolution looking to the distribution of the West Point Cadets among colleges in different States.

Mr. HOLMAN objected.

The House proceeded to the consideration in the morning hour of a bill reported from the Committee on Foreign Affairs concerning the rights of American citizens in foreign states.

Mr. BAILEY spoke in support of the present principles of the bill, and in criticism of its details, and suggested a declaratory joint resolution that all United States citizens, when in foreign States, are entitled and shall receive from this government adequate protection of life, liberty and property.

Mr. BUTLER suggested a substitute for the bill, declaring it to be the settled rule of public law that a citizen of any country, not a fugitive from justice, has an indefeasible right to expatriate himself and to absolve his allegiance to the country of his birth; that every naturalized American citizen is entitled to all the protection at home and abroad, which the government can afford to any citizen thereof, and that whenever a citizen of the United States shall be deprived of liberty or despoiled of property in any foreign country by the act of the government thereof, he has being had for trial, not convicted of crime against the municipal laws of such country for which done therein, his release or reparation for the spoliation shall be demanded by the President, and if refused on insufficient grounds, all diplomatic and commercial intercourse between such country and the United States shall thereupon cease; the President to communicate all facts to Congress.

Mr. JENCKES proposed his substitute as a substitute for the bill.

Mr. HIGBEE proposed, in view of the great importance of the subject, that the House should hold an evening session for debate.

Mr. JUDD objected.

Mr. HIGBEE then gave his views in criticism of the bill as reported from the Committee, and expressed the opinion that the substitute proposed by Mr. Jencks had the least defects. He argued that the House should be slow in consideration of the question, but when the policy of Congress was once declared, the whole power and might of the nation should be pledged to its enforcement.

Mr. JUDD explained his reasons for objecting to an evening session, which was that he deemed the question of sufficient importance to command the attention of all members, and his experience had been that evening sessions were generally mere debating schools. He declared it to be the duty of the House to fix before it adjourned, the policy of the Executive on the subject of rights to American citizens abroad, and see that that policy was enforced. Congress should make a declaration of the rights of American citizens and preparations to maintain them.

Mr. JUDD proceeded to criticise the bill, and show its weakness and indistinctiveness, declaring the bill contained neither the assertion of principles nor effective propositions for redress, of the wrong. He quoted diametrically opposite expressions of opinion on the subject of liberality to military service, and of the liability of naturalized citizens on returning to their native country from Mr. Everett and Mr. Cass, when they were Secretary of State, and asked which of them did the bill refer to in the allusion to the principles of public law having been heretofore asserted by the government of the United States.

The morning hour having expired before Mr. JUDD concluded, the bill went over till the morning hour on Monday.

The Senate bill for the temporary relief of the poor of the District of Columbia was referred.

The House proceeded to the consideration of the bill reported by Mr. JULIAN, from the Committee on Public Lands, declaring forfeited to the United States certain lands granted to aid in the construction of railroads in Alabama, Mississippi, Louisiana and Florida.

Mr. HALDRIDGE spoke in opposition, declaring that the bill and all kindred measures sprang from spite, from ill-will and revenge caused by the war. It rested in no principle of international or constitutional law, was not warranted by the internal or external policy of the nation, and had no foundation in sound policy or Christian statesmanship. It had no tendency to effect pacification or to bring about all avowed objects of the war, but was calculated to rekindle the fires of war and perpetuate the malignity and hatred and bitter animosities engendered by the war. Its objects were to break down the moral and material interests of the white race and subject that race to the dominion of the African. Everything was being done to destroy, nothing to build up; everything to alienate and embitter, nothing to soften asperity or restore amity or fraternity.

The bill was further opposed by Messrs. MUNGEN and NIBLACK.

Mr. HOPKINS supported the bill, not from any feeling of prejudice or of hostility to the people of the States effected by it, but because the lands in question were actually forfeited by lapse of the grants and because a large number of men had actually settled on those lands, supposing they were now open to settlement under the homestead law.

Mr. ARNELL spoke in favor of an amendment excepting from the operation of the bill the Tennessee and Alabama Railroad Company.

Mr. WILLIAMS asked Mr. Arnell as to the loyalty of the stockholders of that Company, remarking it appeared from the report of the Select Committee on Southern Railroads that at the recent election of delegates five of fifteen were certified to be loyal, six of doubtful loyalty and four admitted rebels. The reason assigned for the selection of rebels being there were no more loyal stockholders that could be elected.

Mr. ARNELL replied that this was not correct, and mentioned the names of several loyal officials of that Company.

Mr. TRIMBLE asked whether it was not a fact that the only contest these stockholders had was, after the mortgages should be satisfied, and whether those mortgages were not held by parties living in the North, and who were loyal to the Government.

Mr. ARNELL replied that this was undoubtedly true.

Mr. SHANKS spoke in support of the bill, and Mr. HOLMAN got the floor, when the matter went over temporarily.

Mr. PILE asked leave to report from the Military Committee the joint resolution in reference to the Rock Island Railroad bridge, which he said had been agreed to between the War Department and Railroad Company.

Mr. SPALDING objected.

Mr. SAUNDERS, of Wisconsin, offered a resolution calling for the report of the Union Pacific road to the Secretary of the Treasury. Adopted.

The SPEAKER presented Executive communications as follows:

From the Secretary of War, with a statement of contracts and purchases by the Ordnance and Quartermaster's Departments.

From the Secretary of the Treasury, with an official copy of the instructions issued by President Lincoln to Tax Commissioners of South Carolina, September 16th, 1863.

From the Secretary of War, transmitting correspondence between the President and Gen. Grant in reference to the Secretary of War.

Mr. WILSON, of Iowa, moved its reference to the Judiciary Committee.

Mr. STEVENS, of Pennsylvania, moved as an amendment that it be referred to the Reconstruction Committee.

Mr. WILSON accepted the amendment and called for the reading of the correspondence. It was listened to with unusual interest and attention.

Mr. WILSON then called for the previous question on the resolution to refer to the Reconstruction Committee and print the correspondence.

Mr. COVODE asked whether it was in order, in view of the straightforward, manly course of General Grant in the whole transaction, to move a vote of thanks to him.

The SPEAKER said it was not in order pending the demand for the previous question.

Mr. MARSHALL appealed to Mr. WILSON to add to his motion that the Committee be instructed to take evidence on the subject.

Mr. WILSON declined to withdraw his demand for the previous question to allow the amendment.

The previous question was seconded, and the motion agreed to.

The Senate bill to remove disabilities of Geo. Patton, of Alabama, was referred to the Reconstruction Committee.

Mr. SCOFIELD offered a resolution instructing the Committee on Public Lands to inquire into the propriety of giving to the Erie extension Canal Company public lands to enable them to enlarge the canal by making a ship canal from the Ohio river to the harbor of Erie, on Lake Erie. Adopted.

The House resumed consideration of the bill to forfeit railroad lands in the South.

Mr. HOLMAN and Mr. JULIAN advocated the bill. The latter yielded to Mr. LAWRENCE, of Ohio, who introduced a table to show there were not enough lands in Alabama, Mississippi, Louisiana, Arkansas and Florida to supply homesteads to the landless in these States.

Mr. JULIAN closed by moving the previous question on the pending motion to reconsider the vote recommitting the bill.

Mr. GRISWOLD moved to table the motion to reconsider. Negatived, yeas 63, nays 80.

The previous question was seconded and the motion to reconsider adopted.

Mr. FARNSWORTH, Mr. PILE and BLAINE desired to offer amendments, but Mr. JULIAN declined permission. Without disposing finally of the bill, the House adjourned.

## THE CAPITAL.

Carl Schurz's Prussian Visit.

Russia Wants the Pay for Alaska

The Charges Against Justice Field.

Special Dispatch to the Commercial.

WASHINGTON, February 4, 1868.

**Carl Schurz**

The official denial of the cable telegram that Carl Schurz was not accredited by this Government to Prussia in any special capacity, needs this explanation: Before leaving for Europe, Mr. Schurz obtained, through Minister Bancroft, an assurance from Bismarck that he (Schurz) would not be molested on account of the sentence of death passed upon him in 1849, but would be treated as an American citizen. Schurz also claims in a letter that he has been tendered, but declined, a seat in the North German Parliament.

**The Russian Purchase.**

Baron Stoeckel, the Russian Minister, had an interview with the Secretary of State to-day, and urged the necessity of the immediate appropriation for the payment of Alaska. He was informed that owing to claims made by American citizens on Russia, the matter of appropriation was in great doubt. The Russian Minister says his Government don't appreciate the delay. The Foreign Affairs Committee had the subject before them this morning, but owing to the illness of the Chairman, nothing was done.

**Judge Field.**

The House Judiciary Committee to-day ordered several witnesses to be summoned before them in the matter of the investigation of charges made against Justice Field, of the Supreme Court. The witnesses so far are newspaper men.

## HUNTINGDON, PA.

Normal School to the Seventh District---Funds Subscribed.

Special Dispatch to the Commercial.

HUNTINGDON, PA., February 4, 1868.

A highly successful effort has been made in this place to raise funds by subscription for the establishment of a normal school for this, the Seventh district, composed of the counties of Cumberland, Adams, Franklin, Fulton, Bedford, Huntingdon and Blair, under the act of 20th May, 1857. The sum of nearly thirty thousand dollars has been subscribed. Dr. R. A. Miller has been active in this enterprise, and his labors have contributed much to its accomplishment. If the State shows the same liberality to this institution that it has to others of the same kind, the school will not only be a grand success, but an ornament to Huntingdon and the other counties of this normal district.

## YOUNGSTOWN, OHIO.

Stabbing Affray---Interesting Religious Revivals Increasing.

Special Dispatch to the Commercial.

YOUNGSTOWN, O., February 4, 1868.

In a drunken fracas to-day, at a low doggery kept by one Coil, one Crawley dangerously stabbed a man named Fisher four times in the back and breast.

The revivals in several of the churches here, which commenced the Week of Prayer, still continue, the interest increasing.

## SAN FRANCISCO.

Work on the Pacific Railroad---Mexican News.

SAN FRANCISCO, February 4.—Work on the Central Pacific Railroad east of the Sierra Nevada mountains is progressing rapidly. The weather is favorable. The grading of two sections is nearly completed and ready for the rails. A new forty ton locomotive was safely transferred across the summit. There is sufficient motive power and material east of the Sierra to complete the contemplated hundred miles of track by the time connection is made at the summit.

Late Acapulco advices state that General Alvarez had called an election for President of the Republic, members of Congress and Judges of the Supreme Court, in Guerrera, that State not having participated in the late general election, the districts held by the revolutionists under Jesus Diaz excepted.

Juarez declines to accept the resignation of Jose Godey, Consul of the Republic at San Francisco.

It is reported the Government has renewed the charter granted by Maximilian to the Holladay Mexican Coast Line of Steamships. Hereafter the vessels will leave Mexican ports every twenty days.

## GRANT---JOHNSON.

THE SECRETARYSHIP OF WAR.

Interesting Correspondence.

Gen. Grant Ordered Not to Obey Stanton.

He Demands Written Instructions.

Misrepresentations of the Press.

Conversation at the Cabinet Meeting

Some Questions of Veracity.

WASHINGTON, February 4.

The Speaker laid before the House a communication from the War Department, enclosing the following documents:

WAR DEPARTMENT, February 4, 1868.

SIR—In answer to the resolution of the House of Representatives of the 8th, I transmit herewith the correspondence between him and the President relating to the Secretary of War, which he reports to be all the correspondence he had with the President on the subject. I have had no correspondence with the President since the 12th of August last. After the action of the Senate on his alleged reasons for my suspension from the office of Secretary of War, I have resumed the duties of that office as required by the act of Congress, and have continued to discharge them without any personal or written communication with the President. No orders have been issued from this department in the name of the President, with my knowledge, and I have received no orders from him. The correspondence sent herewith embraces all the correspondence known to me on the subject referred to in the resolution of the House of Representatives.

I have the honor to be, Sir, with great respect, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. Schuyler Colfax, Speaker of the House of Representatives.

HEADQ'RS. ARMY OF THE UNITED STATES,
WASHINGTON, D. C.,
January 25, 1868.

*To His Excellency, Andrew Johnson, President of the United States.*

SIR—On the 24th instant, I requested you to give me in writing the instructions which you had previously given me verbally, not to obey any order from Hon. E. M. Stanton, Secretary of War, unless I knew it came from yourself. To this written request I received a message that has left a doubt in my mind of your intention. To prevent any possible misunderstanding, therefore, I renew the request that you will give me written instructions, and until they are received will suspend action on your verbal ones. I am compelled to ask these instructions in writing, in consequence of the many gross misrepresentations affecting my personal honor, circulated through the Press for the last fortnight, purporting to come from the President, or conversations which occurred either with the President privately in his office, or in Cabinet meetings. What is written admits of no misunderstanding.

In view of the misrepresentation referred to, it will be well to state the facts in the case. For a time after I assumed the duties of Secretary of War *ad interim*, the President asked my views as to the course Mr. Stanton would have to pursue in case the Senate should not concur in his suspension, to obtain possession of his office. My reply was, in substance, that Mr. Stanton would have to appeal to the Courts to reinstate me, illustrating my position by citing the grounds I had taken in the case of the Baltimore Police Commissioners. In that case I did not doubt the technical right of Gov. Swann to remove the old Commissioners and appoint their successors. As the old Commissioners refused to give up, however, I contended that no resource was left but to appeal to the Courts. Finding that the President was desirous of keeping Mr. Stanton out of office, whether sustained in the suspension or not, I stated that I had not looked particularly into the tenure of office bill, but that what I had stated was a general principle, and if I should charge my mind in this particular case, I would inform him of the fact.

Subsequently, on reading the tenure of office bill closely, I found I could not, without violation of law, refuse to vacate the office of Secretary of War the moment Mr. Stanton was reinstated by the Senate, even though the President ordered me to remain it, (which he never did). Taking this view of the subject, and learning on Saturday, the 11th inst., that the Senate had taken up the subject of Stanton's suspension, after some conversation with Lieutenant General Sherman and some members of my staff, in which I stated the law left me no discretion as to my action, should Mr. Stanton be reinstated, and I intended to inform the President. I went to the President for the sole purpose of making this decision known, and did make it so known. In this I fulfilled a promise made in our last preceding conversation on the subject. The President, however, instead of accepting my view of the requirements of the tenure of office bill, contended that he had suspended Mr. Stanton under authority given by the Constitution, and that the same authority did not preclude him from reporting as an act of courtesy his reasons for the suspension to the Senate; that having been appointed under authority given by the Constitution, and not under act of Congress, I could not be governed by the act. I stated that the law was binding on me, Constitution or not, until set aside by the proper tribunal.

An hour was consumed, each reiterating his views on this subject, until getting late, the President said he would see me again. I did not agree to call again on Monday, nor at any other definite time, nor was I sent for by the President until the following Tuesday.

From the 11th inst. to the Cabinet meeting on the 14th inst., a doubt never entered my mind about the President fully understanding my position, namely, that if the Senate refused to concur in the suspension of Mr. Stanton, my powers as Secretary of War *ad interim* would cease, and Mr. Stanton's right to resume at once the functions of his office would under the law be indisputable, and I acted accordingly.

With Mr. Stanton I had no communication, direct or indirect, on the subject of his reinstatement during his suspension. I knew it had been recommended to the President to send in the name of Governor Cox, of Ohio, for Secretary of War, and thus save all embarrassment; a proposition that I sincerely hoped he would entertain favorably. General Sherman being the President, as my particular request, to urge this.

On the 13th, on Tuesday, Mr. Stanton re-entered the office of the Secretary of War. Gen. Comstock, who had carried my official letter announcing that by Mr. Stanton's reinstatement by the Senate I had ceased to be Secretary *ad interim*, and who saw the President open and read the communication, brought back to me from the President a message that he wanted to see me that day at the Cabinet meeting. After I had made known the fact that I was no longer Secretary of War *ad interim* at this meeting, after opening it as though I were a member of his cabinet, when reminded of the notification already given him that I was no longer Secretary of War *ad interim*, the President gave a version of the conversation alluded to already in this statement. It was asserted that in both conversations I had agreed to hold on to the office of Secretary of War until displaced by the courts or resign, so as to place the President where he would have been had I never accepted the office. After hearing the President through, I stated our conversation substantially as given in this letter. I will add that my conversation before the Cabinet embraced other matters not pertinent here, and therefore left out. I in no wise admitted the correctness of the President's statement of our conversation, though to soften the evident contradiction of my statement, I said, alluding to our first conversation on the subject, the President might have understood me the way he said, namely: that I had promised to resign if I did not resist the reinstatement. I made no such statement. I have the honor to be, very respectfully, your obedient servant,

U. S. GRANT, General.

HEADQ'RS. ARMY OF THE UNITED STATES,
WASHINGTON, D. C.,
January 24, 1868.

*To His Excellency, Andrew Johnson, President of the United States.*

SIR—I have the honor very respectfully to request to have in writing the order which the President gave me verbally on Sunday, the 19th inst., to disregard the orders of the Hon. E. M. Stanton as Secretary of War, until I knew from the President himself that they were his orders. I have the honor to be, very respectfully, Your obedient servant,

U. S. GRANT, General.

The following is the indorsement on the above note:

"As requested in this communication, General Grant is instructed in writing not to obey any order from the War Department assumed to be issued by the direction of the President, unless such order is known by the General commanding the armies of the United States to have been authorized by the Executive.

"ANDREW JOHNSON.

"January 29, 1868."

HEADQ'RS ARMY OF THE UNITED STATES,
WASHINGTON, D. C., January 30th, 1868.

*To His Excellency, Andrew Johnson, President of the United States:*

SIR: I have the honor to acknowledge the return of my note of the 24th inst., with your indorsement thereon, that I am not to obey any order from the War Department assumed to be issued by order of the President, unless such order is known by me to be authorized by the Executive, and in reply thereto to say that I am informed by the Secretary of War that he has not received from the Executive any order or instructions limiting or impairing his authority to issue orders to the army as has heretofore been his practice under the law, and customs of the Department. While his authority in the War Department is not countermanded, it will be satisfactory evidence to me that any orders issued from the War Department by direction of the President are authorized by the Executive.

I have the honor to be, very respectfully, your obedient servant,

U. S. GRANT, General.

EXECUTIVE MANSION, January 31, 1868.

GENERAL—I have received your communication of the 28th inst., renewing your request of the 24th that I should repeat in a written form my verbal instructions of the 19th inst., viz.: That you obey no order from the Hon. E. M. Stanton as Secretary of War unless you have information

# The Daily Commercial

WEDNESDAY, FEBRUARY 5, 1868.

THE COMMERCIAL *is the largest daily paper in the State, and gives daily one-fourth more reading than any other paper in Pittsburgh. It is the only Pittsburgh paper that uses the telegraph liberally gives full market reports, and all the news of the day.*

*As proof of the estimate placed on the market reports of the* COMMERCIAL, *we will state that they are regularly copied by the New York Economist, Shipping List, Iron Age, and other papers of this character in that and other cities, and that leading English commercial papers and circulars regularly reprint them with credit. There is within five hundred miles, hardly an Iron Factory, Oil Refinery, or leading manufactory of any kind that is not a subscriber to the* COMMERCIAL, *principally, because its reports are the only full and reliable given of the Pittsburgh markets.*


THE speeches of Representatives WILSON and FORD, in the Legislature, on the Connellsville bill, will be found on the third page.

THE Anti-Contraction bill has become a law under the constitution, without the President's signature—ten days having elapsed since its passage by Congress.

IMPORTANT letters which have passed between JOHNSON and GRANT, relative to STANTON, are expected to come to light under the call of the House of Representatives. Those written by GRANT are understood to be fully equal in rackness to the famous private epistle written on the removal of SHERIDAN.

GEN. BUTLER, it is said, is engaged in rigging another powder boat, designed to blow Gen. GRANT out of water. In other words, he is said to be collecting proof that GRANT is a drunkard—probably the same that convinced LINCOLN half a dozen years ago. It is not solely the old grudge that BUTLER hopes to gratify. He and PENDLETON are riding the greenback hobby together. It is certain that GRANT will be the Republican candidate, so that not only will the old grudge be gratified, but the new PENDLETON fraternization promoted.

A "BIG THING," worth the nice little sum of $100,000 a year, was said to have been covered up in the "little bill" for the appointment by the Governor of an Inspector of Oil at Philadelphia; and it is given out that "a Senator from Philadelphia whose term of office expires this session," will consider the berth created specially for him. This, we conclude, cannot be; for we are sure no "Philadelphia Senator" would think of such a thing as that; and if he did Gov. GEARY would be the last man in the world to give his approval to an arrangement of the kind. So, even though the Legislature should put the little joker through in that shape—which it will not do, the emoluments having been fixed at $5,000—we should feel at no loss under what cup he would be found—at least Gov. GEARY would know and give him the benefit of a veto.


**We have repeatedly referred to the vast field open for profitable investment in manufacturing enterprises, which our citizens have been slow to avail themselves of such opportunities, as we see by the large numbers of new industrial works built or started on all of old ones enlarged or extended. Lately the terrible depression in trade has affected manufacturers heavily, but the clouds are steadily borne up under it, and surprised everybody by their pluck and power of recuperation. A better time is now dawning for them and for us all, and is the first thing worthy of the attention of those having capital seeking investment, we point to prudent industry. We do not doubt that there will be a fair spring trade, because people cannot do without certain supply of goods, and they have now been stinting themselves so long that the country must be in an extraordinary state of destitution.—*Philadelphia North American and Gazette.

Our contemporary takes the view which we understand is adopted generally by our manufacturers and business men. It is based, we understand, on signs which are not likely to fail. Nevertheless, we believe "great expectations" do not exist, for they are not warranted either in the present or prospective state of our affairs. It will be a good deal to keep our wheels moving and labor employed, even at a reduced rate—and it will have to be generally at a reduction if at all. The ordeal through which we have passed—if passed we have—has taught this lesson, and we trust we shall hear no more of antagonisms based on a misconception of the truth, nor of attempts to reverse the laws of supply and demand. We rejoice to perceive that, as a general thing, the feeling of hopefulness, attended by an actual revival,—perhaps we ought to say, prospective revival,—in many departments of business, prevails generally. With sound action by Congress, in lifting the load of taxation, the skies will once more be bright.

## PROCEEDINGS OF CITY COUNCILS.

The proceedings of the adjourned meeting of the City Councils, held yesterday, are fully reported in the COMMERCIAL this morning. It is presumed that the fact has not escaped attention that those for our columns are the only complete reports made of the Council proceedings. And it may be interesting to not a few to be informed that they are thrown into document form, suitable for filing and binding, are furnished to the members and officers of the two branches of Councils, and can be obtained, at a small cost, on application at the COMMERCIAL counting room, by any citizen. The value of such a file at the end of the year, for binding and reference, no one need be told. Had the "Municipal Record" been published since we became a city, or for any number of years, it would at this time be to the possessor something of incalculable value. The two branches of our Councils have recognized the completeness and value of our reports by ordering files of the "Record" for all the members and officers of their respective bodies.

## THAT CHARGE OF DRUNKENNESS.

The Cincinnati *Commercial* copies all that has been printed, by way of insinuation, that GRANT was lately intoxicated, and then proceeds to dispose of the matter as follows:

"We have however that no one of these demonstrative persons knows any thing of his, her, or its own knowledge. They have heard rumors, and forthwith the long roll is beaten. The whole of these rumors grew out of a single allegation. This, for a wonder, is tolerably explicit. It is that General Grant was seen drunk in Washington on the evening of Sunday, the 5th of January, about the time the people were returning from church. Some one said he was, &c. We have not yet the name of any one who saw, or says he saw, or says he thought he saw General Grant on the occasion referred to. Happening the other day to meet a gentleman who was with General Grant on the evening of Sunday, the 5th of January, and who is very well acquainted with him, we asked what General Grant's condition was. We were promptly answered that he was perfectly sober, and that there was nothing in his appearance to indicate habits of hard drinking. This testimony has responsible as it is explicit. We presume it can be backed by all the confirmation needed."

What next? It was foretold that, as the campaign progressed, General GRANT would become the object of the grossest slanders; and it may be well to caution the public against giving credence in the slightest particular to the coinages of this mint. We should not be surprised if, before long, the General should be charged with having deserted to the rebels at some time during the war.

WE learn that Commodore VANDERBILT is credited with another scheme for centralizing the railroads of the country, and it is one which, though in point of distance is somewhat remote, in another sense nearly affects some of the roads in which we here feel an interest. On the authority of a Buffalo paper it is stated that VANDERBILT "has made a formal proposition to the English Board of Directors of the Great Western (Canada) Railway, offering to lease that line at a price which would pay the stockholders ten per cent. per annum on the present capital stock." After that the Commodore would probably "go for" the Michigan Central; which, when he gets the Lake Shore Road, as he expects, would give him two strings to his bow—the New York Central. The offer is likely to prove a tempting one to the Great Western Company, since it would place in their pockets fully double the returns they now receive. But a doubt is expressed whether even this offer will entice them into accepting the Commodore's offer. Possession of the Lake Shore Line has not yet been obtained, and the suggestion is thrown out that the offer to the Great Western is intended to facilitate that object, with the view, also, if possible, to obtaining possession of both roads.

## PITTSBURGH AND PHILADELPHIA

We always read with instruction and pleasure what the Philadelphia papers have to say about the growth of the trade and population of that city; and we take a sincere pride in the general fact that both are increasing. But we have observed that there exists what appears to us to be a lack of appreciation of the fact that Philadelphia, like Pittsburgh, is now and for some time has been suffering on account of the absence of railway competition. What we mean will be understood from the fact, that a given article can be shipped from a point in New England to Pittsburgh and the West cheaper than from Philadelphia. To the West, from Philadelphia, there is no competition, except by the Baltimore and Ohio Road; and it is a remarkable fact that Pittsburgh dealers have shipped, and, for aught we know, can ship now from Philadelphia via Baltimore to Wheeling and back to Pittsburgh, cheaper than by the Pennsylvania Central direct. This discrimination exists against Philadelphia as to freight seeking tide water from the west. She is a victim to high freights. Her manufacturers pay an extra toll as the consequence of there not existing railroad competition. It is precisely this that both Philadelphia and Pittsburgh want and must have, to keep pace with competing points. It is a common interest; and the two cities should join their efforts in securing another route. The restoration of the Connellsville charter affords the opportunity. If not this, the necessity is great enough to develop some other route.

Let Philadelphia look aloft and abroad, and let her citizens realize the great fact which, in canvassing for the future, should be first taken into account, that there is no city of importance so poorly provided with the means of commanding the inland commerce of the country as Philadelphia. We need now do no more than refer Philadelphia to the Allentown and West Philadelphia cut-offs, whereby Philadelphia is reduced to a way station, and the base and terminus of the Pennsylvania Central taken to New York. Relatively, Philadelphia is no more to the Central than is Allentown or Harrisburg. The trains pass by them all, as by other way places, for New York. We cannot believe that the citizens of the Quaker City do not understand this; and yet the fact that they rest in quiet and seeming indifference—the fact that the intelligent press of that city has no word to say—is little less than marvelous. Of late, we have thought that we were able to perceive a certain restiveness evincing a consciousness on which hopes might be based. We prefer to believe that this is not a delusion, and that Philadelphia and Pittsburgh will be found acting together in improving the present opportunity to secure railroad competition.

## WHO WAS YOUR GRANDFATHER?

We understand that MR. WILLIAM B REED, of Philadelphia, has written and published another pamphlet in reply to MR. BANCROFT's statements about his grandfather, General REED. In this as in his former pamphlet, MR. REED indulges in very harsh language, representing the historian as "utterly untruthful," "of the Gypsy race of writers," and in a word as anything but what a writer of history ought to be. If we rightly remember the drift or purport of MR. BANCROFT's statements concerning General REED, nothing worse is said of him than that he was at times a lukewarm patriot, and that he lacked confidence in the ultimate triumph of the patriot cause. As we recollect, very good reasons are given in the history for assigning President REED this character. Why is WILLIAM B. REED so sensitive on this subject? We suppose that the same traits of character which made President REED despair before the battle of Trenton would have made him despair of the success of the North in our late war with the South. Indeed, unless the grandson receives injustice from his countrymen, he was a distrustful and lukewarm patriot during times as trying and perilous to his country as the times of Seventy-six. However, we may be mistaken as to the ground of MR. REED's dissatisfaction with BANCROFT. On recollection, we remember that President REED is charged by BANCROFT with duplicity in the treatment of WASHINGTON, and this may be the aspersion to remove which his last pamphlet has been written.

While referring to this subject we may remark that Americans seem more sensitive about ancestral fame than is quite reasonable. If one happens to be descended from a man distinguished in history, he must submit to the discussion of his grandfather's character. It may be a misfortune, but the historian cannot be expected to suppress or cover up facts because they may be offensive to some respectable living man. Perhaps the reason of this extreme sensibility of our countrymen is due to the rarity or exceptional character of their position on this side of the Atlantic. So few of us have historical personages for ancestors, or know who our grandfathers were, that a citizen whose ancestor has a place in the annals of the past, stands forth before the world with a prominence which others acquire only by personal efforts. A person thus distinguished sometimes plumes himself on his distinction, and when a prying devotee of historical research succeeds in bringing to light something which is not creditable to our forefather of glorious memory, in whose fame we had exulted, the cut is most unkind. We naturally resent the affront to the dead and to ourselves, and reasonably try to show that the man who has disturbed the fame, if not the bones of the respected deceased, is either ignorant or malicious, or both.

MR. REED's first pamphlet was honored with an answer by MR. BANCROFT, and we confess it seemed to us as conclusive a piece of criticism and as satisfactory a buttressing of statements already made and assailed, as we have ever read. To us it will be a great surprise if, in this last critique on BANCROFT, MR. WILLIAM B REED has succeeded in proving the historian in the wrong, and MR. President REED an unwavering, steady minded patriot, who did not treat WASHINGTON in a false and shabby way.

## The Tax Question in Congress.

A letter from an intelligent source in Washington says: "The taxes will undoubtedly be limited to as few articles as possible. On manufactures they will be very generally taken off—except on a few articles regarded as luxuries, such as silver plate, ornamental furniture, &c., &c. The Committee are making slow progress. Little or no headway has been made this week, and it does not look now as though the Tax bill would be reported before the first or middle of March. Commissioner Wells's suggestions on taxation are received very favorably by the Committee, and his vast practical knowledge and research on the subject is of great advantage to not only the Committee, but to both Houses of Congress.

The number of Union soldiers buried in the national cemeteries is stated at 328,000. If we add to these the men whose bodies were brought home, and those who came home to die, or who died at home in consequence of wounds received or illness contracted while in the military service, those who were buried where they fell and have not since been disturbed, and the seamen who fell in action or died of wounds or from sickness, we shall see that the number must be about half a million—probably the number of dead rebels at 300,000, Putting the number of dead rebels at 300,000, we have a total of 800,000 men dead as a consequence of the rebellion.

THE wisdom of taking to drinking whisky as the remedy for smoking some persons may feel disposed to question, but yet it is what MR. Porter, in the *Atlantic*, argues in favor of, and what some thoughtless persons indorse. It is coming to be understood that MR. P. is about the best—perhaps worst—writer of romance who at present contributes to the magazine named.

IT is proposed to pay the members of our Legislature seven hundred dollars for the session, which is three hundred less than they were paid last year. The session will probably be a short one—and it must be to keep the board bills and other necessary expenses within the limits of the pay.

## Hindoo Indifference to Death.

In the last number of *Every Saturday* there is an article, copied, we suppose, from an English magazine, which is a review of a book entitled "Sketches of Scenery and Society in Mauritius." he review contains little criticism, but copious extracts from the sketches. These will be read with interest by all those who are familiar with Paul and Virginia, the great little romance of St. Pierre. Just one hundred years ago, in 1768, the author of Paul and Virginia was a resident in the Isle of France, and among his works is a highly entertaining account of his voyage to the Island, and of his observations made while a sojourner there. We hope, as soon as we can get a copy of the Sketches quoted from in the review, to furnish our readers with a brief comparison of the descriptions written at so long an interval apart. We quote, in the meantime, one statement from the review for the purpose of adding a remark. In regard to the Malabars or Indians in the Island, it is said: "As a culminating point of their character, they are almost indifferent to death. In the time of the French they disliked the guillotine, but they are said to prefer hanging to hard labor. By the English way of dispatching him out of this world, the criminal arrives in the other a whole man; by the French, maimed and mutilated, being headless, about which unbecoming appearance in Paradise they have a most decided religious scruple."

There is hardly anything much more remarkable or astonishing than the stoicism and indifference with which a Hindoo, whose general timidity is an obvious characteristic, confronts inevitable death. From frantic terror, shown in every movement of his body and in the most abject prayers for mercy and life, while there seems a chance of escape, to a quiet and even dignified resignation to the unavoidable prevalence of the common lot, when all chances of escape have vanished, the transition is sometimes so sudden as to be surprising. This was frequently exemplified during the suppression of the mutiny or rebellion of 1857. The remark was often made by the officers who superintended the execution of the rebels—touching the life of these men could be so becoming a their manner of leaving it." There was only one mode of execution, the prospect of which lost nothing of its terror on near approach, and that was what is technically called "blowing from a gun." Though believed by both Hindoos and English to be one of the easiest and least painful of deaths, it is regarded by men of caste with a horror which it is impossible to describe. The criminal is brought up to the gun's mouth, his stomach placed against its muzzle, and his head and chest pressed down upon the barrel, and bound there with a cord. Of course he is literally blown into fragments which cover the ground for the space of several rods. In the mind of a Brahmin the thing dreaded is neither the pain—which can be nothing—or the disfigurement or mutilation in Paradise, but the inevitable physical pollution which degrades him forever in the memory of surviving friends, and excludes him from participation in the blessedness of the white born pure. During those terrible times, when a handful of white men were striving and holding their own against thirty millions of dark men, it is only fair to state the truth—that this frightful punishment was seldom inflicted. It is a mode of punishment devised by Hindoos, and often practiced by Hindoo Rajahs and by Sikh generals.

## Perils of Car Travel.

The subject of safety in railway traveling is one of paramount importance to the public, and the attention of railway managers cannot be too often directed to it. The Angola disaster, the destruction of a train on the Atlantic and Great Western road, and the partial destruction of a train on the Pennsylvania road, where the greatest havoc was committed by fire, have caused no little alarm among the traveling public. The burning of a palace sleeping car near Chicago, Saturday midnight, and the narrow escape of the inmates, is another lesson to railway officials. This fire was caused by the explosion of a kerosene lamp, which instantly enveloped the after end of the coach in flames, and there being, fortunately, but few passengers they managed to reach the forward car in safety, although some were in rather scanty costume and suffered for want of clothing. Had the coach been occupied with its usual complement of passengers, there is no telling what would have been the loss of human life.

The frequency of these conflagrations of railway trains proves that there must be other and more effective safeguards adopted by railway managers, or their respective lines will suffer a loss of passenger traffic.

## Savings of the Freedmen.

From the annexed report of the Freedmen's Savings and Trust Company, for 1867, it appears that the organization now has twenty offices, the principal one being in Washington. The aggregate of deposits for the year was a little over $1,900,000, and the excess of deposits over the drafts was about $273,000; the whole amount deposited since the institution was opened is upwards of $300,000,000, of which nearly $600,000 is now in the bank and drawing interest; the heaviest business of the year was at Beaufort, where the deposits amounted to near $400,000. The deposits of several other places were as follows: Charleston, $261,000; Washington, $211,000; Louisville, $137,000; Jackson, $156,000.

## Advance of Pacific Railway Bonds.

We learn from S. McClean & Co., bankers and special Pittsburgh agents for the sale of the Union and Central Pacific Railway Companies' bonds, that the first mortgage bonds of each company have been advanced. The sales of the bonds of the Central Company to the amount originally proposed at 95 cents have been consummated, and the price of these first mortgage bonds has been advanced to 95 cents and accrued interest. The bonds of the Union Company, as already announced, have been advanced from 90 to 95 cents on the dollar, and accrued interest. The sale of these bonds recently have been very large, and they will probably reach par before long.

## Imports and Exports.

The import entries for the past week at the port of New York, including the dry goods return in our last paper, amount to $8,947,594, against the total entries of $4,207,960 same week last year. The export clearances of do mestic produce amount to $3,269,823, against $3,210,070 same week last year. The export of specie amounts to $639,100 against $685,000 same week last year. The customs of the week are $2,266,590. The receipts of cotton, consumption and by railroad, are 17,814 bales. The gold value of the import entries of foreign merchandize at New York since July 1, 1867, the beginning of the current fiscal year, are officially (to January 1) and semi-officially (since) reported as follows—the entries of foreign specie being omitted:

| | | | |
|---|---|---|---|
| July | $25,030,209 | January 1 | $3,593,915 |
| August | 20,051,736 | January 8 | 3,407,844 |
| September | 20,681,581 | January 15 | 4,455,351 |
| October | 25,705,188 | January 22 | 4,344,307 |
| November | 15,984,998 | February 1 | 3,947,500 |
| December | 13,412,598 | | |
| Total since July 1 | | | $149,022,940 |
| Again t same time 1866 | | | 188,122,911 |
| Decrease since July 1 | | | $ 7,749,971 |

## The St. Louis Bridges.

The compromise of the opposing interests is said to be upon the basis of a consolidation of the stock of both companies for the purpose of building one bridge. Each of the present corporations selects two civil engineers, a fifth to be chosen by these four, who shall examine the plans for building the bridge adopted by the two companies respectively. The plan selected by this Board will be adopted by the consolidated corporation as the one on which the bridge shall be built.

This arrangement was made at a meeting of a few individual stockholders in the two companies, recently held at Washington. These gentlemen had no power to bind the companies they respectively represented, but it is said, will use their influence to recommend the plan to the Boards of Direction of each, and little doubt is entertained that the arrangement will be carried out.

## National Democratic Convention.

A strong pressure is being brought to bear on the National Democratic Committee in favor of holding the Presidential Convention in New York, and you must not be surprised should it be successful. August Belmont says the Western Democrats, who have been in correspondence with him on the subject, are in favor of Cincinnati or Louisville, but that if New York insists upon it they will offer no opposition. The new Tammany Hall, in Fourteenth street, adjoining the Academy of Music, is rapidly approaching completion, and if it be decided that the convention shall meet on the 4th of July, the edifice, it is thought, will be in readiness for them.

A LETTER from Mr. Bayard Taylor is published, dated Naples, January 8th, in which, after describing his own ascent of the mountain, he writes of the eruption of Mount Vesuvius:

"My glass shows me that the left-hand stream of lava has descended considerably since yesterday. The other branch toward Torre del Greco, has entirely ceased to flow. The flood from the crater is evidently narrower and more languid than heretofore, which would seem to indicate that the eruption has spent its chief force. As we have the mountain in view day and night, I shall watch its aspects with all the more interest, now that I have seen something of its operations."

William Gilmore Simms, the novelist, is not in the very reduced circumstances represented, but is rebuilding his place, destroyed together with his library and gallery of paintings by Gen. Sherman's army, at Woodlands, sixty miles from Charleston; nor is he eighty years old, as papers say, but is full twenty years short of that figure.

## Imagination—Benevolence—Medicine.

Though the soul is a unit, it is still convenient to speak of its different faculties as if they were distinct, and to refer one action to the memory, another to the reason, and still another to the imagination. Does a man act absurdly? We say he is deficient in the faculty of reason, and the neglect of an honest man to fulfil his engagements, or to do what he promised, is referred to the want or the lapse of memory. Not only is this division of the mind into faculties very convenient, but it is exceedingly useful. The parties come in aid of charity. How consoling and soothing to our philanthropy to be enabled to speak of our friend as endowed with miraculous memory, though his ordinary actions almost show him to be a fool; or, to characterize an individual whom we regard with friendly eyes as a person capable of cogent argumentation though his imagination is known to be exceedingly weak. Fontenelle, excessively fond of asparagus dressed with oil, when one day waiting for a friend to dine with him who preferred his asparagus without oil, was suddenly informed that his expected guest had just died of apoplexy. The philosopher, then nearly a hundred years old, tottered to the head of the stairway which led to his kitchen, and cried down, in his feeble voice, "All with oil! all with oil!" Having thus prevented the waste of the precious vegetable by directing the whole supply to be dressed to his own taste; he inquired at leisure into the circumstances of his friend's demise. This Fontenelle was one of the most brilliant Frenchmen of his time, and was Secretary of the Academy for more than fifty years. A great lady said of him that he had as good a heart as it was possible to make out of brains. Some would be less charitable, and say that he had no heart, which would be a great mistake. He was generally cynical in his talk; he sometimes indulged in a sneer when it was out of place; but he frequently did kind things for those who had no claim upon him, and his intimate friends reckoned with confidence upon his aid in the time of need. His imagination was weak; he did not realize or form a distinct image of distress until it was placed before his eyes. In this particular there are many like him. Some persons are susceptible of being powerfully affected by a picture of merely fictitious distress, whether in words or on canvass. Their emotions are for the moment overwhelming and uncontrollable. Were the scene portrayed suddenly turned into reality, the impulse to relieve it would at once disregard the dictates of prudence. Whoever takes a walk through a great city frequently meets with persons in whose dress, or countenance, or in both there are indications, sometimes slight, which to a strong imagination tell a story of trial and sorrow well adapted to call forth sympathy and help. The moving scene is to him just as present and as provocative of sympathy and as clamorous for relief, as it would be if he followed the sufferer to the garret, or the cellar where wife and children shiver with cold and cry because they have no bread. The person thus able to infer the whole scene of suffering from a small circumstance, or slight indication, may be too fond of himself, or of his money to remedy the evil he sees; while the man of dull imagination, or sluggish faculties, may be full of true benevolence and fail to give, merely because he is unable to fill out a picture from small intimations. It is not only the mind or soul or will that is swayed and influenced by the imagination. The body also may be injured or cured by the same agency. Of this truth we not long since read a striking illustration. A gentleman of wealth and learning in Vienna, through the nervous excitement produced by continuous study, brought upon himself an obstinate attack of sleeplessness. He tried every means of cure he could think of himself, and then applied to the most noted physicians of the great capital; but in vain. No remedy known to the medical art was neglected. Change of climate was prescribed, and he tried it, but the change did him no good. The doctors ordered him hither and thither; first a moist climate and then a dry climate was prescribed; he went to Italy, to England, to Switzerland, to Sweden, to Russia, and having derived no benefit from any one of these countries, he returned to Vienna.

Homœopathy happend just then to be exciting a good deal of attention in that city, and as our patient had tried all forms of allopathy, he determined to see what the new system could do for him. He called in the most famous homœopathist of Vienna. The doctor comes—feels his pulse—examines his tongue, and inquires about his appetite. The doctor's questions, manners and discourse combine to inspire the utmost confidence in the man who could not sleep. At length he said: "I am truly rejoiced that I have now in hand a case which I not only perfectly understand, but which I am unconditionally sure of being able to cure." He then prescribed for the patient three very little pills which he was to take before going to bed. A small bone spoon properly wet was the instrument for conveying them to the mouth. The learned man swallows the pills, and almost immediately falls asleep and sleeps soundly all night.

In the morning completely refreshed, evidently cured, he calls his servant and at once sends him off with a considerable sum of money as an expression of thanks to his physician. One can fancy the happiness of the scholar; his books and the world smile upon him, and he rejoice once more in life and its toils. He looks forward with confidence to the coming night, certain that he has a medicine which will insure him the needful repose. When bedtime again returned, taking up the little spoon he was proceeding to wet it, according to direction, when he discovered the three little pills still adhering to it.

Of course this story, which we owe to Auerbach's Almanac, neither proves nor disproves any system of medicine, but merely illustrates the power of imagination.

## The Case of Sir Culling Eardley, the Bigamist.

A correspondent of the Albany *Evening Journal* writes the following in relation to the case of Sir Culling Eardley, lately convicted of bigamy:

"Permit me to correct several errors in an article which appeared in yesterday's paper, entitled, 'Justice to an Aristocratic Rascal.' Sir Culling Eardley, therein mentioned, is not an 'English lord,' nor does he belong to the British aristocracy. He is simply an English baronet. The order of baronetcies was founded by James I., in 1611, and occupies a position between the *barons who hold the lowest rank in the peerage of the United Kingdom* and the several orders of knighthood.

"Sir Culling Eardley is the eldest son of the late Sir Culling Eardley, Bart., whose original name was Smith, although he descended from a French family originally styled Lefevre. The late Sir Culling Eardley was a most remarkable character; a leader in many of the important religious movements of his day, especially in the founding of the Evangelical Alliance. He carried his religion into practical matters. A Wesleyan minister at the time of the Irish *fete*, which he gave in the summer of 1857, at his seat called Belvidere, near Leith, in Kent, eleven miles from London, in honor of the departure of the Atlantic telegraph fleet for the Ocean—on this occasion, at the end of the grand banquet, he arose and invited the immense audience present to adjourn with him to a neighboring tent where prayers would be offered up for the success of the undertaking. It was his misfortune to have a *monomaniac sujet* as his son, one named Eardley—Gideon Culling Eardley, who was at this very time, although only a little over twenty years of age leading a most licentious life. His parents became disgusted in fact that his father sent him to America, hoping that change of scene and absence from the many temptations of London life, might prove beneficial to him. For a short time after his arrival in this country he appeared to reform, and behaved different person; and some of his father's friends received him kindly, and endeavored to assist him to regain his self-respect. But all at once he has shown signs of a relapse into his old habits.

"About this time he became acquainted with Miss Florence Magee, the only daughter of a New Orleans merchant. Although she was a slave to the drug habit, she furnished his address. Knowledge of the affair came to the father's ears and he did what he could to prevent a marriage, solely on the young lady's account. Interference was, however, useless, and, finally, the two were united in the bonds of matrimony at New York, and soon after embarked for England. They continued to reside in London until after the death of Sir Culling Eardley, Senior, in 1865. They then went to Paris. While there young Eardley, now Sir Culling, deserted his wife. She returned to London, where she was warmly received by his relatives, who had become really attached to her. Within a comparatively short time it was discovered that Eardley had married another woman, and the proceedings were commenced against him which terminated the other day in his being convicted of bigamy and sentenced to eighteen months' imprisonment at hard labor. The foregoing is a correct statement of facts concerning this great rascal."

A writer in the *Pall Mall Gazette*, upon co-operative stores, compiles a statement of twelve of the articles of ordinary family consumption, with the prices charged therefor by the Civil Service Co-operative Store and his own family grocer. The figures foot up, with the family grocer, £3 2s 4d, for the Co-operative Store, £1 13s 5d. The nominal capital of this Co-operative Store is $25,000, in shares of $25 00, only $5 00 of which has yet been paid up, yet the store is already in a flourishing condition and paying its way.

It is reported on pretty good authority that General John M. Palmer has not decided to be a candidate before the Republican State Convention for nomination for the office of Governor of Illinois.

## PRESIDENTIAL.

Horatio Seymour has written another letter declining to be a Presidential candidate. He says: "In my letter I said what I meant, and I am annoyed to find it is looked upon by some as a strategic movement. I have had a large number of letters from leading men in the Northwest. I have written to them that my name would not go before the National Convention. I am very much gratified that my friends are willing to support me for the office of President—as much pleased as if I wished the office."

The recent movement in New York in favor of Johnson is interpreted to mean that in the hands of Doolittle, Randall and other deserters from the Republicans, with a few Democrats, he will be a candidate "whether or no." The managers are said to be greatly encouraged, and all the patronage of the White House is to be dispensed to assist them. "Benton" Kerr's nomination to the Marshalship of Western Pennsylvania is the latest card played in the game.

As the election approaches we may look for a large crop of spirited campaign songs. One of the first of them, which appeared in the N. Y. *Dispatch*, rings with a vigorous and stirring strain as follows:

Hurrah! for Old Appomattox! Hurrah for General Grant!
With him we whipped the rebels, and a song for him we'll chant.
We'll rally round his battle flag the flag of Union true,
And fight the Rebel Gray again before the Loyal Blue.
Oh! he knows the Boys in Blue! Yes! he knows the Boys in Blue,
And well he loves as with bullets he will find them ever true;
And the Graybacks as the Copperheads will learn the fact
That our Yankee lads will never forget the wearing of the blue.

They may weep for Stonewall Jackson, and of Lee they still may sigh;
While we shout for Old Appomattox, and vote for the man we chose,
They may sympathize with Davis and uphold his cause in vain,
But no rebel Gray shall ever stay the Loyal Boys in Blue.
Oh! 'gainst the Boys in Blue! Yes! 'gainst the Boys in Blue,
And rebel bullets never flinch or give an inch, while work they have to do;
So, bring on your rebel Gray again, and give us fight a-new,
And we'll pledge you that we don't forget the wearing of the blue.

"Mack" who has the doubtful honor of "running" Mr. Johnson, delivers himself of the decidedly bright idea that the Democratic party must call the Philadelphia Convention together again, and put "some life into it with Andrew Johnson, or some such man." Now as there is no other "such man" as Mr. Johnson, the Democracy, acting on this advice, would surely have no alternative. Let them take Johnson by all means.

There will be a grand Grant meeting in Union Square, New York, on the 23d of February. A large number of distinguished speakers have agreed to be present, and their oration will be the formal opening of the campaign.

The Bradford county, Pa. Republican Convention yesterday passed resolutions recommending a General Grant for President, and Hon. G. A. Grow for Vice President. Mr. Grow's home is in Bradford county.

## OHIO NEWS.

The total taxable property of Cincinnati township, Hamilton county, is $35,081,651; $68,500 040 being realty, and $33,412,285 personal property.

The Warren, Trumbull county, *Chronicle* says a new vein of coal, six and a half feet thick, has been struck in that neighborhood. It is the thickest ever discovered in that section.

The Perry County *Weekly* announces the death of Mrs. Mary Wilson, sister of General Sheridan, at Somerset, on Friday. She was greatly respected and beloved by a large circle of friends.

A fatal disease among the swine is reported in several parts of the State. In Hocking county some farmers are losing from fifteen to twenty hogs a days. The disease has also prevailed among the turkeys. The Fayette County *Herald* thinks the disease among the hogs in that county.

Licking county has 316,886 sheep, being the highest on the list in the State. Harrison, Muskingum and Knox follow, in the order named. The total number of sheep in the State is 7,555,967, valued at $20,960,302.

Allen T. Thompson, late State Temperance Lecturer, is said to be sojourning in an Asylum for Inebriates, in New York, hoping to get cured of his unfortunate propensity for strong drink.

The Barnesville *Enterprise* says: We learn that the meetings recently held in Williamsburg, Spencer's Station and Bethel Chapel, under charge of Rev. N. C. Worthington, have been very successful. In six weeks about one hundred and fifty new members were obtained. Rev. N. C. Worthington is the most successful revivalists in the Pittsburgh Conference.

The Lima (Allen county) *Gazette* has the following marvelous story. On the evening of the 31st inst., Mrs. Joseph A. Murray, residing at Bluffton, presented her husband with a pair of boys, and twenty-four hours thereafter she presented him with another pair of boys. The mother and three of the children are alive and doing finely, only of the first pair having died. The weight of the latter living children is twenty-four pounds, while the one that died weighed six and a half pounds.

## The English Masses and the Rate of Wages.

In his "Principles of Political Economy," Mr. J. Stuart Mill observes: "When I speak of the laboring classes, or of laborers as a class, I use these phrases in compliance with custom and as descriptive of an existing, but by no means, a necessary or permanent state of social relations. I do not recognize as either just or salutary, a state of society in which there is a 'class' which is not laboring, any human beings exempt from bearing their share of the necessary labors of human life, except those unable to labor, or who have fairly earned rest by previous toil. So long, however, as the great social evil exists of a non-laboring class, laborers also constitute a class, and may be spoken of, though only provisionally, in that character."

Mr. Edmund Potter, a wealthy Manchester manufacturer, who represents the cathedral town of Carlisle in Parliament, (and to whom, I confounded with Mr. T. B. Potter), has just written a pamphlet, in which he incidentally classifies the population of England and Wales, and as far as high authority in such investigations, I will give you the benefit of it. Of the English and Welsh population of twenty-one millions, he puts the lowest class at rather more than four millions—made up of about a million of paupers, half a million of the loose and dangerous class, about a million and a half on the verge of pauperism from poverty of employment and ignorance; the remaining million being probably composed from the class of irregular workers who are dependent upon seasons for chance employment, and who get neither earnings nor saving sufficient to pay for wholesome food or decent dwellings. Above this class of four millions, Mr. Potter takes a second, composed probably of the same number. This number is made up of poor but working classes, unskilled workers, handicrafts-men and agricultural laborers—a class not much attached to machinery, and whose receipts per head, apart from wives and children, are shillings each. A third class or section, comprises another four millions, or rather more, comprises the higher skilled workmen and artizans of various kinds. This class have gained great benefit from the introduction of education during the past thirty years, and still more from what may called the natural means of information—from their employment on machinery in scientific trades, from cheap books, and cheap and rapid transit from the large circulation of cheap newspapers. This class has, as a rule, has been during the last twenty years, owing to free trade, eminently prosperous, and with the exception of the Lancashire operatives during the late American war, well and regularly employed. The skilled mechanics and higher paid manual laborers, such as iron workers, have also participated in the increasing wages, though much too apt to look upon their regular weekly receipts as annuities. Mr. Potter states, and he ought to know, that a thousand firms of iron masters, engineers, woolen and cotton manufacturers, have on their wages-books containing the records of earnings of from thirty shillings to one hundred shillings per week, to hundreds of families of this class. "I remember, in 1850," says Mr. Potter, "hundreds were thrown idle for months, owing to a very small extently working very hard for from twelve or fourteen hours a day, with irregularly supplied labor, for from five to seven shillings a week, and with no education. The same class of men in London, working at the trade of power looms, earning fourteen, eighteen, or even twenty shillings a week, for the shorter period of ten and a half hours per day, and have received, if they have been employed under thirteen years of age, some education under the Factory act."

Of the remaining part of the population, about three millions consist of shop-keepers, small master tradesmen, the clergy, ministers and professional men—in many cases much worse off than the skilled mechanic, for they have "appearances" to keep up, and no children's earnings to make up a large part of their means. The other eight or nine millions need not be analyzed.

## Singular Phenomenon.

A singular phenomenon was witnessed in Detroit, about 12:45 on the morning of January 31st. A gentleman's statement of it, which is corroborated by several others, is as follows: "He was passing up Woodward-avenue, when he suddenly discovered that he was surrounded by a very brilliant light. The moon was down, the city was clouded, and there were no street lamps lighted, so that the night was unusually dark. His first thought was that there was an explosion in the street lamp, underneath which he was just passing; but looking up he discovered that this could not be. He then supposed it to be the aurora borealis, but there was none of the well known characteristics of this illuminant of the heavens. The thought of meteors never occurred to him, but he saw no meteoric bodies, and the appearance differed altogether from what he had before witnessed when large meteors had fallen in close proximity to him. The whole city was illuminated as light apparently as day. He was looking up the street, and saw both buildings and trees, and then turned and looked down, seeing the whole length of the avenue to the river and the Canada shore beyond. The light lasted from a quarter to half a minute. He described it as very peculiar. It was not a flash, nor yet a steady light, but seemed to come in waves, and he could think of no comparison except the dapping of the wings of a bird."

## PERSONAL.

—The New Bedford *Mercury* says that J. Ross Browne, now nominated as Minister to China, took out a protection at the custom-house, in that city, July 13, 1842, being then, as he swore, twenty-one years of age, and a native of Louisville, Kentucky. He shipped as a green hand on board the bark Brisce, of Fairhaven, Captain Silas Alden, and returned in her from a whaling voyage. An apt scholar, one voyage sufficed, and instead of making a second, Ross Browne wrote and published an account of the first, under the title of "A Whaling Cruise in the bark Styx." The next heard of him he was connected with the Treasury Department at Washington, during the reigns of Pierce and Buchanan, as an agent to visit custom-houses, and since then he has been employed by the government in various capacities, the last, we believe, as Commissioner to examine and report upon the mineral resources of the States and Territories west of the Rocky Mountains.

—The Princess Metternich is thus described in a Paris periodical: "She is said not to be pretty. Listen to the enumeration of her beauties; eyes which have the sweetness of a German reverie; teeth of brightest enamel: a forehead smooth and clear as an infant's, high and wide as that of a thinker, and abundant silky brown hair. People seem not to notice two particular beauties of her Austrian Highness—the form of her head, as Greek as that of the Venus of Milo; her ear like a pink shell—whereas, every one does justice to the beautiful fall of her shoulders, the exquisite form of her hand, the long aristocratic hands, and the narrow, dainty foot. Be she dressed in blue, red, or yellow; be she coiffed with her toque over her eyes, or with a sergeant-de-ville's cap, as she appeared one day at the Tuileries, she is and remains a princess; and there are not many now. Witty, with a heart of gold, and extremely charitable, she is the adoration of the workmen's families she visits in the Faubourg St. Ant

# The Daily Commercial

## CONNELLSVILLE RAILROAD.

### Remarks of the Hon. Wm R Ford, of Allegheny County, on the Bill Restoring the Franchises of the Connellsville Railroad.

Mr. FORD. Mr. Speaker, the subject under consideration is one of such manifest moment to the constituency I represent, that I deem it a duty incumbent on me to press it to the consideration of this House, and ask its careful attention for a short time, whilst I endeavor to give the reasons which actuate me in voting for the restoration of those franchises so unjustly wrested from this corporation—wrested from them without color of law, justice or equity, and by means of which the people of the western portion of the State have been deprived of advantages of inestimable value to them; by which the people have been deprived of the opportunity of developing and rendering valuable the resources given to them by the beneficent Creator of the Universe; by which they have literally been compelled to keep buried within the ground the "talent" committed to their care, and by which the Commonwealth has been deprived of revenues, the value of which, neither you, Mr. Speaker, myself, nor any gentleman on this floor can estimate.

This bill, Mr. Speaker, technically speaking, is one of a local character, but from the prominence which has been given it, and the various circumstances surrounding it, has been deprived of its very nature. Not only is the portion of the State through which this road is intended to pass interested in the restoration of this charter, but the Commonwealth at large is also deeply interested; nor is this interest confined to Pennsylvania alone, but is felt in neighboring States. It has been justly remarked that this question is one of great national importance.

The design, Mr. Speaker, of the framers of the Constitution, the policy of our government, and the desires of our people, are that restrictions shall not be placed upon commerce between any States of the Union. We are possessed of territory too vast in extent, climates different in variety, soil suited to the several purposes of agriculture, mineral wealth, infinite in quantity, and of varieties innumerable, and capable, as we are, of future extension and development, we cannot permit the mere boundary lines of States to interfere with our progress. We cannot be thus blind to our own interests, and unjust to those of others, as to deprive them of the advantage so lavishly bestowed on our own State. Hence, I say, Mr. Speaker, this becomes a question of interest not only to a particular locality—not to Pennsylvania alone—but to the whole Union. We have no right, sir, to build this wall of exclusiveness around us, and close the avenues of trade and commerce against our sister States. That would be a policy too selfish for the mind of a true lover of his country to entertain for one moment, nor could the mind of any man consider such a policy, unless his judgment were warped by prejudice, or considerations other than honorable ones, impelled into an act he must in his heart condemn.

In the discussion of this bill, Mr. Speaker, let us remember that we are not here as the representatives alone of any particular locality; that one duty is certainly not to legislate for any particular section; nor are we here, individually, to protect what is the apparent or seeming interest of any particular district, regardless of the consequences to others, but we have sworn to do our duty as legislators for the Commonwealth—the whole Commonwealth. Recognizing this fact, I shall in the consideration of all questions so regulate my conduct. And I here, sir, ask gentlemen to throw aside the petty prejudices of locality, and so to act, and so to vote as shall inure to the benefit of the whole State; that shall result in the greatest amount of good to all.

It would appear, Mr. Speaker, almost a work of supererogation to enter into a discussion of this question. It has occupied so much of public attention for a number of years, that Connellsville has become as familiar as household words to the Legislature. Nevertheless, there are some whom I feel satisfied have not given the subject that attention it deserves, or that its importance demands. I shall be brief as possible, sir, in giving some points of the history of this corporation.

As will appear from the Journals of the Senate and House of Representatives, and from the pamphlet laws of Pennsylvania, the original act of incorporation of the Pittsburgh and Connellsville railroad company had been sustained and recognized by supplemental legislation, at various sessions of the Legislature, up to the very period at which, by the act passed at the session of 1864, it was divested of its franchises in a great degree, and a bogus company, styled the "Southern Pennsylvania Railroad Company," incorporated by the same act.

On the pretext that the Pittsburgh and Connellsville Railroad Company had misused and abused its corporate privileges and franchises, a great wrong was thus perpetrated on this company, which through all the monetary crises of the times and adverse circumstances attending the construction of railroads, generally, during the period of its active operations, had made much progress in accomplishing the purpose for which it was created—a period when new enterprises were abandoned, and improvements projected by old and established companies, arrested.

I have stated that the same act which divested the Connellsville company of its franchises created another company, ostensibly to prosecute and complete the work originally contemplated by the Connellsville charter, but which was, in fact, a mere bogus concern, brought into being by the Pennsylvania railroad company, to occupy the route of the Connellsville company, and thus prevent the completion of the great competing route from the waters of the western rivers to the Atlantic seaboard, which it was manifest the Connellsville company were, just then, prepared to carry forward to an early completion.

This legislation, by which the Pittsburgh and Connellsville Company was deprived of its franchises east of Connellsville, was as iniquitous as it was extraordinary. Had it not been for this mischievous intermeddling, on the part of the Pennsylvania Railroad Company, this dog in the manger policy, by which, without any intention of building the road themselves, they have prevented the Connellsville Company from completing their work, the ninety miles eastwardly from Connellsville would have been a finished work to its eastern terminus in Maryland and Pennsylvania, and would, to-day, be flooded with freight and travel. As a Pennsylvania improvement, its value to Philadelphia, New York and Baltimore cannot be estimated. On no other route can the Alleghenv Mountains be crossed at grades as easy and curvatures as light—thus making it, in the estimation of all engineers and railroad men, not in the interest of the great monopoly, but only the cheapest and safest, but unquestionably the shortest route by which the great west and northwest can be brought into communication with the Atlantic seaboard. The cost of operating the road on such a route must also be necessarily greatly reduced by the comparatively small amount of motive power and rolling stock which would be required to perform the same business, and the consequently reduced wear and tear on the superstructure of the road itself. As has been well remarked by one of the most scientific railroad engineers of this country, "It is an erroneous view, that the Pittsburgh and Connellsville Railroad should be regarded as a Maryland work, designed to pour its tributary trade over the Baltimore and Ohio Railroad into the lap of the city of Baltimore. Any intelligent inquirer after the truth, who will study the map of the country and inform himself of the condition and relation of the different districts and communities along its route, will readily see that it will at once bring the eastern half of Fayette, the whole of Somerset and the western border of Bedford counties out of a wilderness condition, and unlock their immense mineral treasures, while affording cheap transportation to their numerous agricultural productions. The counties eastward will all participate in the benefits of the extension of this road through Bedford, Fulton, Franklin, Perry, &c., to the Susquehanna, and Philadelphia will surely derive such advantages from a double railroad from Pittsburgh as will repay her for any possible reduction of dividends upon her present single line. But the present state of internal trade must satisfy every one that, come what may hereafter, one line of railway from Pittsburgh will never be able to give vent to the vast commerce of the West and Northwest, which naturally converges upon that city."

It is to be hoped, therefore, that any aid which this work may seek at the hands of the State will not be met by the opposition of other interests, which may imagine themselves threatened with injury. The day for such mistaken policy of apparent self-defense has gone by, and the superior expediency of a more liberal course toward a seeming rival has been fully demonstrated. This general Commonwealth will scarcely tolerate attempts to defeat the progress of a work so palpably necessary to the development of her own vast natural resources, now buried in her mines and forests, without an outlet to the day, or a channel to her marts. The National Government needs this work no less, nay even more than the State.

"The head of the Ohio must, without further delay, be connected with the head of the Potomac and the Atlantic seaboard, on the line laid out by Washington, himself, a century ago. It is a shame and a reproach to the age and country that it should have been put off so long."

Here then is a route, from the city of Pittsburgh, crossing the Alleghenv Mountains at a summit between the West and the Atlantic, admittedly much lower than any other ever yet surveyed or examined, of easier gradients, of lighter curvatures, of shorter distances, and traversing the richest mineral section of our Commonwealth, a section abounding in iron ore, fire clay, quarries of marble of every shade of color, brown stone of superior character for building purposes, inexhaustible tracts of timber of the finest quality, of both the softer and harder woods, and opening up coal veins of extraordinary thickness and purity, to say nothing of the purely agricultural character of much of the country through which it passes; a route on which a responsible company stands ready to construct a first-class road, and now appeal to the representatives of the people for the simple justice of having restored to it the corporate franchise it once possessed, but of which it has been shamefully and unjustly deprived by, to say the least of it, the most ill-advised and discreditable legislation ever enacted in this Capitol.

And why does the Legislature hesitate to respond promptly and favorably to this appeal? I can tell you, Mr. Speaker; the answer to this inquiry is at hand. The advantages of this great route are too manifest to have escaped the notice of the great monopoly. She fears such a rival and is unwilling to encounter such a competition. As I have before remarked, she will neither construct a road on this route herself, nor will she permit the Connellsville company to do so, knowing well that the great advantage it holds in distance, grades and curvature, the comparatively small amount of motive power and rolling stock which it would require to perform an equal amount of business, and consequent economy which must result in the maintenance of road-way and repairs generally, are, indeed, advantages too substantial to be tolerated. The great natural avenue between the east and the west must be shut up, and all its wealth and inexhaustible resources lie dormant and forever remain undeveloped, that trade and travel may be forced into the hands of the great monopoly, and compelled to follow its lines, no matter at what cost to the people, instead of being diverted therefrom and transported at cheaper rates and on shorter time.

How truthfully and forcibly is here illustrated the sentiment that "monopolies die hard—die disgracefully—and always attempt to drag others down who fairly compete for public patronage."

As demonstrating the extraordinary character of the Pittsburgh and Connellsville Railroad, located as a passenger route from the great West, I cannot omit to call the attention of the House to the fact that independent of the great safety, arising from easy grades and light curvatures, its distance from Pittsburgh to the seat of the National Government is seventy-three miles less than by the Pennsylvania Railroad; and I demonstrate this position by the following facts and figures, which cannot be gainsaid: The immediate completion of the road, forty-two miles in length, from the Point of Rocks, twelve miles below Harper's Ferry, to Washington, is an established fact. The distance, on the Connellsville route, from Pittsburgh to Cumberland, is one hundred and forty-nine miles—from Cumberland to Point of Rocks is one hundred and ten miles—from Point of Rocks to Washington is forty-one miles—making a total of three hundred miles. From Pittsburgh to Harrisburg, on Pennsylvania Railroad route, is two hundred and forty-eight miles—from Harrisburg to Baltimore is eighty-five miles—from Baltimore to Washington is forty miles—making a total of three hundred and seventy-three miles, and showing a difference, in distance, in favor of the Connellsville route, of seventy-three miles.

This does not take into estimate the advantage of equated distance in favor of the Connellsville route, arising from the admitted superiority of grades and curvatures, an advantage so worthy of note that it is believed a practical test would demonstrate that passengers leaving Pittsburgh, simultaneously, on these respective routes, for Washington City, those by the Connellsville route would be comfortably quartered in the city of Washington before those by the Pennsylvania Railroad route had reached the city of Baltimore.

I am aware, sir, that we have been met with the outcry that the building of this road would be injurious or at least inimical to the interests of Philadelphia, by diverting trade to Baltimore. This, I think, is an error, unless indeed the great monopoly constitutes Philadelphia. In that case, Mr. Speaker, it might be a loss, but not otherwise. But I would ask, does the guardianship of the State apply entirely to Philadelphia? Have other portions of the Commonwealth no rights which are to be respected? In the name of Allegheny, Somerset, Bedford, Fayette, and other counties, we come here and demand the fostering care of the State, and that a county like Somerset, rich, as has been shown, in lumber, coal and other mineral resources, and containing one thousand and fifty square miles, without the privilege of one foot of railroad, shall no longer be closed from the great marts of the Union. We ask no privileges; we demand naught but our rights. We demand that in the name of justice you restore to us those rights so unjustly taken from us.

Wipe from the statute books a blot on the fair escutcheon of Pennsylvania—make glad the hearts of the west by this act of justice—set us free from the bonds which have so long held us—strike from the limbs of trade and commerce those fetters, and

"Your sons shall make the welkin answer them,
And fetch shrill echoes from the hollow earth."

### Remarks of Hon. Geo. Wilson, of Allegheny County, on the Same Subject.

Mr. WILSON. Mr. Speaker, there has been so much said about this bill, here and elsewhere, by the press, the courts, in public and private circles, that I hesitate as to whether or no I shall consume the time of this House, even for a few moments, in the further discussion of this subject. But, Mr. Speaker, notwithstanding all that has been said upon this subject, and although the arguments in my judgment have been overwhelmingly in favor of the restoration of this charter, there still seems to me to be an almost criminal indifference to the wants and rights of the people in this section of the State. Now, Mr. Speaker, this road is not a creation of fancy, with an existence only in the brain of some land speculators; it is not a beautifully sketched line on paper for the purpose of advancing the price of town lots, farms or coal banks, but it is a *bona fide* living agent, and so far as it goes dispenses as much good as any road of a like capacity in the State. It is not, Mr. Speaker, a thing of yesterday, but it has a history, and long before this great Central road, about which we as Pennsylvanians are wont to boast, had an existence, the building of this road was agitated, and so far as a route between the East and the West, it was indicated before the oldest man on the floor of this House had an existence. The Connellsville road commences at Pittsburgh and runs in a southeastwardly direction to Connellsville a distance of fifty-nine miles. I speak of that portion of the road which is finished. The entire length of the road to the State line is one hundred and fifty-nine miles. It passes through the counties of Allegheny, Westmoreland, Fayette, Somerset and Bedford, each of which abound in the most precious minerals which constitute the wealth of Pennsylvania. Here we have the largest coal beds in the world; iron ore abounds; fire clay, brown stone and marble in endless varieties; and I think I am safe in saying that no section of the State as yet developed will compare with this in those rich productions so bountifully bestowed on our good old Commonwealth. But, Mr. Speaker, of what avail all those natural advantages, so long as we are denied the privilege of transporting them to market? Of what use are the gold mines of California without the means of development? Hemmed in on every side, deprived of our rights by unjust legislation, is not the necessity for the restoration of this charter apparent? But you say these are local matters, about which we of the North and other portions of the State have no particular interest. Strange logic, this. I have always thought that men everywhere were deeply interested in all the productions of the earth, whether mineral or otherwise. It would be strange, indeed, to hear men say that one section, of which minerals were the staples, had no interest in the agricultural products of another, and yet the principle is precisely the same.

The whole length of the road is, as I said before, one hundred and fifty-nine miles. What we desire is the privilege of completing the road. We had it once, and it was unjustly taken from us. We insist that it shall be returned. The restoration of the charter is demanded by all the great interests of the West. The vast amount of the productions of that section constantly arriving in Pittsburgh, brought there by the several railroads terminating in that city, added to which is the almost incalculable amount of tonnage of the Ohio river, together with the millions of dollars' worth of material furnished by the workshops of Pittsburgh, render the restoration of this charter indispensable.

I might here speak in detail of the difficulties experienced in Pittsburgh, from having but one through line; but I forbear, as it must be apparent to this House, that one is not sufficient for the demands of trade. Great as are the facilities of the Central road—and I grant you they are great—it is impossible for them to supply the transit for the business property in the State of Ohio there are five through lines traversing the State from end to end, with an innumerable quantity of lateral roads running in all directions. Here we have but one, and the result is that instead of assisting trade by competing lines, we actually repel it and drive it into other channels, around by the lakes into New York, or elsewhere. What are the objections to the restoration of this charter? I confess they are hard to discover. The one which seems to have the most weight with our friends in the east, is the fear that this road would divert trade from Philadelphia to Baltimore. Mr. Speaker, a great public improvement, in which all portions of the State are deeply interested, must be set aside, because, forsooth, it does not pass through a certain city, because a few dollars of trade may, peradventure, be lost to that city. Why, sir, on this theory, we close the doors of legislation to every eastern road that does not go directly to Philadelphia; we must, if this logic is true, stop going to New York by the Allentown route. Well, sir, I trust the day has gone by when such short-sighted policy as legislating exclusively for the benefit of one portion of the State will prevail. Mr. Speaker, I deny that the building of this road will divert trade from Philadelphia. It is wrong in theory and will not hold out in practice. It is a well settled principle of trade that it will seek that market where it can buy to the best advantage. It is not so much a question how we shall get there, as "can we can accomplish when we get there—so that it becomes a question of capital; and who in such a contest doubts the ability of Philadelphia to take care of herself, Mr. Speaker? We insist, sir, on this route, not for the sake of Baltimore, but for the interests of the people of the west and southwestern portions of this State. Philadelphia has direct communication with Baltimore—why cannot we? Harrisburg has a line direct to Baltimore—why cannot we? Who questions their right? No one; and I say, sir, no one should. I will not undertake to speak of the legal points involved in this case. The Supreme Court of this State has very lately decided in the *quo warranto* clearly in favor of this road. Nor will I speak of the moral aspect of the case; the people were by said faith deprived of their rights, and a stain cast upon the Legislature, which time can never obliterate.

I will not now, sir, talk of the manner in which the landed hopes and just desires of the people have been blasted by the persistent efforts of a chartered monopoly. I have no quarrel with the Pennsylvania Central railroad company. I think they deserve well of the people, and, all things being right and proper, I am always willing to vote for measures that would accommodate that great company; but I think the Legislature should say that their further interference in this matter will not, shall not, be tolerated. Nor have I any quarrel with the city of Philadelphia; for, barring her selfishness, she is a beautiful and a grand city—the second in the country—an honor to the State and an honor to the nation. I shall always, Mr. Speaker, applaud when her praises are sung.


## BANKRUPTCY.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE WESTERN DISTRICT OF PENNSYLVANIA.

In the matter of William Burns, Bankrupt, surviving partner of S. & W. Burns. In Bankruptcy. To whom it may concern: The undersigned hereby gives notice of his appointment as Assignee of WILLIAM BURNS, surviving partner of S. & W. Burns, of Connellsville, in the county of Jefferson and State of Pennsylvania, within said District, who has been adjudged a Bankrupt on his own petition, by the District Court aforesaid. J. F. JONES, Limestone, Clarion co., Pa., Dec. 6, 1867. w

U. S. MARSHAL'S OFFICE, W. D. OF PENNA., Pittsburgh, January 4, 1868.

THIS IS TO GIVE NOTICE THAT on the 31st day of January, A. D., 1868, a warrant in Bankruptcy was issued against the

ESTATE OF JOHN McCLUNG,

of the City of Pittsburgh, in the County of Allegheny, and State aforesaid, who has been adjudged a bankrupt on his own petition, that the payment of any debts, and delivery of any property belonging to such bankrupt, to him, or for his use, and the transfer of any property by him are forbidden by law, that a meeting of the creditors of the said bankrupt, to prove their debts, and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at the office of the Register, in the city of Pittsburgh, before SAMUEL HARPER, Esq., Register, on the 21ST DAY OF FEBRUARY, A. D., 1868, at 10 o'clock A. M.

THOMAS A. HOWLEY, U. S. Marshal, Messenger.

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AN INTERESTING LETTER TO MR. LEOPOLD HOFF (Hoff's Malt Extract Depot, 544 Broadway, New York), by Thomas Harford, Esq., of the New York "Home Journal":

DEAR SIR: As an act of grateful justice, and for the advantage of any one who may read this, I wish to say that my daughter has derived great relief and benefit from the use of your MALT EXTRACT BEVERAGE OF HEALTH. She had been for a long time suffering from consumption, general debility, loss of blood and strength. I followed the advice of the well-known Dr. W. John Mitchell, to try your Malt Beverage, and am pleased to admit that from its use she has received *great* benefit, and seems to be recovering her health. She feels compelled to take it continually, for if she misses it but one day she suffers considerably, and there is a relapse of her old complaint and a return of physical weakness. Therefore your preparation should be generally known as a wonderful remedy.

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LOANS

OF THE

Commonwealth of Pennsylvania,

*DUE JULY 1st, 1868.*

THE FOLLOWING

LOANS,

DUE JULY 1st, 1868,

*WILL BE REDEEMED WITH INTEREST*

*TO DATE OF PAYMENT ON PRESENTATION AT THE*

FARMERS' AND MECHANICS'

NATIONAL BANK,

OF

PHILADELPHIA.

VIZ:

LOAN OF MARCH 27, 1839; DUE JULY 1, 1868.

LOAN OF JULY 19 1839, DUE JULY 1, 1868.

Interest on the above Loans will cease on the 1st OF JULY, 1868,

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## CITY COUNCILS.

**Guardians of the Poor—The Board of Health—The Pittsburgh Church Guild—Proposed Extension of the Pittsburgh and Birmingham Passenger Railway—Protest Against the Liberty Street Railway—New Consolidation Act to be Presented to the Legislature—Reconstruct'n of Several Districts—The P., C. & C. Railway Company—The Lawrenceville Engine and Hose Company—Etc., Etc., Etc.**

An adjourned meeting of City Councils was held on Tuesday afternoon, February 4th, 1868.

SELECT COUNCIL.

JAMES McAULEY - - - - - President.
E. S. MORROW - - - - - - - Clerk.

The CLERK called the roll, when the following named members answered:

Present—Messrs. Brown, (W. R.), Brown, (A. M.), Cochrane, Coffin, Coyle, Dickson, Dunn, Gross, Herdman, Jones, Kelley, Mead, Oliland, McEwen, McKibben, Ogden, Phillips, Rafferty, Rees, Shipton, Tanner, Wainwright, and President McAuley.

The CLERK read the minutes of the session of January 27th, which were approved.

GUARDIANS OF THE POOR.

The PRESIDENT stated that the special business of the session was the election of two citizens as members of the Board of Guardians of the Poor, on the part of Select Council, to fill the vacancies caused by the expiration of the terms of Messrs. Jas. T. Kincaid and Wm. Douglas.

The following nominations were made: George E. Anderson, George L. McCook, J. T. Kincaid, Wm. Douglas.

A ballot was then taken, with the following result:

| | |
|---|---|
| Kincaid.....13 | McCook.....9 |
| Douglas.....11 | Anderson.....7 |

Messrs. Kincaid and Douglas were therefore declared duly elected.

THE BOARD OF HEALTH.

The PRESIDENT read the following communication, which was received and filed:

*To the Honorable the Select and Common Councils of the City of Pittsburgh:*

The undersigned, the President of the Board of Health of said city, begs leave respectively to represent

That at a meeting of said Board, held on the 28th day of January, A. D. 1868, the President thereof was directed to lay before Your Honorable bodies a statement of the debts and liabilities already incurred by said Board, and an estimate of the amount necessary to meet the expenses of the current year and in compliance with said resolution, the said President respectfully states:

The debts and liabilities are as follows, to wit:

| | |
|---|---|
| Hospital bills for small pox patients..... | $800 |
| Rent of office (three years)..... | 300 |
| Physicians salary..... | 200 |
| Making now due..... | $1,000 |

As the Board has already incurred the amount in aid thereof will be required to meet the necessary expenses of the current year.

All of which is respectfully submitted.

DAVID PITTSIMMONS,
Pittsburgh, February 4th, 1868. President.

THE PITTSBURGH CHURCH GUILD.

The PRESIDENT submitted the draft of a proposed act of Assembly to exempt the Pittsburgh Church Guild from taxation on all real estate now or hereafter to be held by said institution in Allegheny county to the value of fifty thousand dollars.

Mr. TANNER moved that Council approve of the said act.

Mr. SHIPTON opposed the motion, and took the ground that no special exemptions of that character should be allowed.

Mr. OGDEN asked for information as to the objects and purposes of the Guild.

Mr. JONES replied that it was a purely charitable institution, maintaining an excellent night school for the purpose of educating those too late to obtain the benefits of the common schools in the daytime. It was such an institution as was calculated to do great good; was open to all denominations, and ought to be exempt from taxation.

Mr. M'AULEY (Mr. Coffin in the chair) strongly opposed the resolution as wrong in principle. He was opposed to any legislation exempting property of any kind from taxation.

Mr. JONES favored the resolution by further remarks.

Mr. OGDEN opposed the legislation on the ground that it was for the benefit of a sectarian project.

Mr. SHIPTON spoke against the resolution. The act proposed was wrong in principle, and he could not endorse it.

The question was called on Mr. TANNER'S motion, which was lost by a vote of 9 yeas to 11 nays.

Mr. HERDMAN moved that the Councils protest against the passage of the act to exempt the property of the Pittsburgh Church Guild from taxation, and that Councils forward this action to our members in the Legislature. Adopted.

COMMUNICATION FROM THE COMPTROLLER.

Mr. W. R. BROWN presented the following communication:

CITY CONTROLLER'S OFFICE,
PITTSBURGH, Feb. 4th, 1868.

*To the Select and Common Councils of Pittsburgh:*

GENTLEMEN—Permit me to call your attention to the following items, which will be given to you for framing lines for the proposed consolidated city limits: In the 1st section of the first section of an Act entitled "A further supplement to the Act incorporating the City of Pittsburgh, approved April 6th, 1867, by direction of the Finance Committee, passed and found to be correct by the Finance Committee of the said Councils, authorizing the payment of the same.

Accompanying you will find the bill of Messrs. Alward & Willis, for jobbing at Council Chamber, $11 25 cents due in the Supreme Court, two cases, which are docketed accordingly by the City Attorney, as also, the amount assessed on the Relief Engine House for the construction of the same, on Fifth street, $8 46. The foregoing claims are properly chargeable to the Ward.

Respectfully submitted,

THOMAS STEEL, Controller.

Communication accepted and bills ordered to be printed.

PITTSBURGH AND BIRMINGHAM RAILWAY EXTENSION.

Mr. OGDEN presented the following ordinance:

Be it ordained and enacted by the City of Pittsburgh, in Select and Common Councils assembled, and it is hereby enacted by the authority of the same, That the consent of said Councils be and is hereby given to the Pittsburgh and Birmingham Passenger Railway Company to use and occupy for the purposes of their railway, the following streets of the City of Pittsburgh, as specified in an act passed the sixteenth day of April, A. D. 1862, supplementary to an act to incorporate the Pittsburgh and Birmingham Passenger Railway, approved the thirteenth day of April, A. D. 1858, and the said Company is hereby authorized to lay down a railway on said streets, to run through the same as follows, viz: commencing at the west terminus of the railway on Smithfield street, near Fifth street, thence along Smithfield street to Seventh street, thence along Seventh to Grant street, along Grant to the corner of Washington ave'e, subject to the terms, conditions, restrictions and limitations contained in and set out in the ordinance of August 29th, A. D. 1859, authorizing the said railway company to construct, maintain and traverse Smithfield street.

Mr. OGDEN advocated the immediate passage of the ordinance, and for this purpose moved the suspension of the rules. The act granting the privileges to said company had been passed some years ago, and it only required the consent of Councils to make it effective.

Mr. McCLELLAND opposed such hasty action, and suggested that the ordinance be referred to some Committee.

Mr. OGDEN remarked that it was a matter of great public importance, and ought to be passed upon without opposition.

Mr. PHILLIPS thought that a reference to the Street Committee would be proper.

Mr. A. M. BROWN opposed hasty legislation. He was not opposed to the measure, so far as he understood it; but the matter was new to him, as well as other new members, and he thought it should not be rushed through so lastily. All should have an opportunity to examine into and fully comprehend the ordinance as well as the act of Assembly alluded to.

Mr. EAGLE, City Attorney, by request, read the act granting the railway company the right to extend its tracks over the streets mentioned, on the consent of Councils being obtained.

Mr. OGDEN was about to speak again, when Mr. W. R. BROWN raised the point of order that the gentleman had already spoken twice.

The PRESIDENT sustained the point of order and Mr. OGDEN took his seat.

Mr. JONES opposed hasty legislation at all times and under all circumstances Councils should be at least a week or two to examine the question.

Mr. A. M. BROWN was not prepared to oppose the ordinance, but he wished to understand it before voting.

Mr. PHILLIPS thought no evil could result from the immediate passage of the ordinance. It was merely extending the line of the Birmingham Passenger Railway three or four squares, and he thought the members fully understood it. There was another reason why the ordinance should be passed. An act had been offered in the Legislature granting the right of way, over this same route, to another company.

The yeas and nays were called upon Mr. Ogden's motion to suspend the rules for the purpose of passing the ordinance, and resulted as follows:

YEAS—Messrs. W. R. Brown, Coffin, Dickson, Herdman, McKibben, Ogden, Phillips, Rees, Shipton, M'Auley, President—10.

NAYS—Messrs. A. M. Brown, Cochran, Coyle, Dunn, Gross, Jones, Kelley, McClelland, McEwen, Rafferty, Tanner, Wainwright—12.

Mr. SHIPTON then moved to refer the ordinance to the Street Committee, with instructions to report at the next meeting. Agreed to.

PASSENGER RAILWAY ON LIBERTY STREET.

Mr. DICKSON presented the following remonstrance:

WHEREAS, The following preamble and resolution was introduced and unanimously passed in the Common Councils of the city of Pittsburgh, on the 29th day of March, A. D. 1867, viz:

"WHEREAS, There is now a bill before the Legislature, which proposes to give the Citizens' Passenger Railway Company the right to lay the track on Liberty street, between Wayne and Clymer streets; and, whereas, it would be productive of great inconvenience if any further obstruction at the use of any portion of the street by the Railway Company for the purposes aforesaid, therefore, be it

*Resolved*, That our Senators and Representatives at Harrisburg be, and they are hereby instructed to oppose the passage of said bill, and use all honorable means in their power to defeat it; and

WHEREAS, There is one if not more bills before the Legislature authorizing other companies to lay down and use a number of said Liberty streets with railway tracks; therefore, be it

*Resolved*, That we earnestly protest against the passage of any such bill, and earnestly request our Senators and Members in the Legislature to oppose the passage thereof, by all reasonable efforts and means. Liberty at present is the only outlet for the Eastern and Southern portions of the city not obstructed by railroad tracks; and it being now quite a narrow street, there is no reason why it should not be kept as it is, and certainly there exists no good reason for extending the railway tracks thereon.

Appended to the ordinance was the remonstrance, signed by a number of citizens, protesting against the laying of a track on Liberty street, which was published in the COMMERCIAL yesterday.

Mr. DICKSON moved the passage of the resolution appended to the remonstrance.

Mr. A. M. BROWN could not understand why, if a Passenger railway was such a good thing to Smithfield, and the adjacent streets, it could not be useful also on Liberty street.

Mr. DICKSON said the property holders on Liberty street were almost unanimously opposed to the occupancy of said street, and only a few interested parties were in favor of it.

Mr. PHILLIPS remarked that the clearing of Liberty street from railway tracks had cost us some five acres of ground, and he thought it ought to be kept clear—especially as there was a passenger railway, running parallel, just one square distant from it.

Mr. McAULEY (Mr. Rees in the chair) opposed the granting of any privilege to lay a track on Liberty street. It was the only outlet from the city, for safe driving, and should be kept free from obstruction.

Mr. GROSS favored the same view. The thoroughfare afforded by Liberty street was the only safe one for communicating with the new districts, and it ought to be kept free from railway tracks.

Mr. WAINRIGHT was in favor of a railway track on Liberty street, believing that it would be beneficial to the public, and not injure property anywhere.

Mr. JONES favored a postponement of the subject for one week.

Mr. A. M. BROWN moved to postpone the subject until the next meeting, which was lost by the following vote:

YEAS—Messrs. Brown, A. M., Cochrane, Coyle, Jones, McClelland, Wainright—6.

NAYS—Messrs. Coffin, Dickson, Dunn, Gross, Kelley, McEwen, McKibben, Ogden, Phillips, Rafferty, Rees, McAuley, President—13.

The question was then called on Mr. DICKSON'S original motion to pass the resolution, which was adopted.

PETITIONS.

Mr. JONES presented a petition from property owners on Mahon street, praying to have said street graded and filled from Center avenue to Chauncey street. Referred to Street Committee.

Mr. DICKSON presented a petition from the citizens of the Fifth ward, praying Councils to have gas mains laid on Mechanics street, from Pike street to the Mechanics Street Bridge, and also, to have two gas lamps erected at the bridge, and one lamp midway between the bridge and Pike street. Referred to Gas Committee.

WEIGH SCALES.

Mr. COCHRANE presented the following petition:

*To the Select and Common Councils of the City of Pittsburgh:*

We, the undersigned citizens of the Fifth and Ninth wards do ask your honorable bodies to establish a weigh scale for our benefit and the benefit of the public in general, at the corner of Penn and Allegheny streets, where the old scales now stand.

(Signed by a number of citizens.)

Referred to Finance Committee.

THE NEW CONSOLIDATION ACT.

Mr. A. M. BROWN submitted the following report:

*To the Honorable, the Select and Common Councils of the City of Pittsburgh:*

The Special Joint Committee appointed January 6th, 1868, to take into consideration what additional legislation, if any, may be necessary to perfect the act of consolidation, approved April 30, 1867, and report to Councils such amendments and additions or changes as they may deem advisable, unanimously report that additional legislation is necessary for the purpose aforesaid, and they have prepared in the form of an act of Assembly, as noted hereto, entitled "An act supplementary to the acts incorporating the city of Pittsburgh," which amendments and additions as they deem advisable, and also repeal the provision appended thereto, all of which is respectfully submitted.

THOMAS M. BARR,
Chairman of Committee.

PITTSBURGH, February 4, 1868.

An act supplementary to the acts incorporating the city of Pittsburgh.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That the officers of the city of Pittsburgh elected on the fifth day of December, 1867, pursuant to the 3d section of the Act of Assembly entitled a further supplement to the acts incorporating the city of Pittsburgh, passed and approved the 6th day of April, 1857, shall hold their offices respectively until the 1st day of February, 1869, and until their successors shall be duly qualified.

SECTION 2. That the qualified voters of said city of Pittsburgh, at all municipal and ward elections, shall deposit their votes by tickets printed or written, or partly printed and partly written, severally classified as follows, that is to say: One ticket shall embrace the names of all city officers voted for, and be labelled "city," and each city ticket shall be folded separately from the other tickets, "and one ticket shall embrace the names of all the ward officers voted for, and be labelled "ward," and each ward ticket shall be folded separately from the other tickets, "and each of said tickets shall be deposited in a separate ballot-box, and the returns of votes for city officers and members of councils shall be made and counted in the same manner as hereinbefore provided for city councilmen. Except that the boards of election and return judges for the several wards shall meet at the usual places of holding elections in said wards, on the second Monday of February, 1868, and every second year thereafter, for the election of the common council shall be apportioned in the following manner: It shall be the duty of the assessor of each ward to return under oath a true and correct return of the taxable inhabitants and property of the common council on or before the first day of March in each year when an apportionment is to be made, and at the first meeting of the select council after such return is made, a joint committee of five, two from the Select and three from the Common Council, shall be appointed who shall examine the said returns, and divide the whole number of taxables by the city quotient shall be the ratio of representation: *provided*, however, that each ward shall have at least two members. If any ward shall contain a number of fifths more than the ratio of taxables it shall be entitled to an additional representative.

SECTION 3. That all persons qualified to vote for city officers and members of councils shall be entitled to vote at elections held in and for said city, and on the fifth section of the act of April 6 1867, aforesaid, in regard to the Election Boards, Clerks and Judges and Inspectors of Elections in each precinct in said city, and the manner of holding said elections during the current year is hereby repealed.

SECTION 4. The Corporation shall have power to provide for the safe and rapid passage of houses, stores, manufactories and other buildings within its limits, and to prevent the erection of such buildings in an unsafe or dangerous manner; to make all regulations for the prevention of danger from accidents by fire, to prohibit the erection of any building, or addition to, or restoration of any part of any building, unless the walls or roof thereof be made of brick, stone, mortar, iron, or other incombustible material, and to appoint an Inspector, or other officer, to visit and inspect new buildings during the progress of their erection, to find and to notify the owners or builders thereof of any part which he may deem unsafe or dangerous, or which may not be sufficiently guarded against damage by fire, and to prohibit the same from such regulations as may, by ordinance, be directed; and section 9th, of the act of Assembly approved April 6th, 1857, is hereby repealed.

SECTION 5. That so much of the 15th section of the aforesaid act of Assembly as limits the power of the city of Pittsburgh to regulate and license carts, wagons, &c., to those which "may be kept for hire," is hereby repealed.

SECTION 6. That jurisdiction for the trial of all offences under the 13th section of the said act of April 6th, 1857, is hereby vested in the Mayor of said city of Pittsburgh: Provided, that no fine imposed shall exceed the sum of one hundred dollars, nor imprisonment shall exceed the term of sixty days.

SECTION 7. That so much of the 15th section of the aforesaid act of Assembly as limits the power of the City Councils, shall be so construed as to give to the Councils of said city the power to remit fines and penalties imposed by the Mayor's Court.

SECTION 16. That any ordinance, when passed by the City Councils, shall be signed by the President of each Council and countersigned by the Clerks, and shall be published in two newspapers in said city, the papers authorized to do the city printing, and within fifty days after the passage, all be recorded in the office of the Recorder of Deeds, &c., in and for Allegheny county, in books kept for that purpose, as by the fifth section of the said Act of Assembly of April 6th, 1857, as requires the approval of the Mayor of said city.

SECTION 17. That all laws in force prior to the passage of the before-recited Act of April 6th, relating to the opening, widening, straightening, grading and paving of streets, a bye-law, highways and sewers, and the manner with which the same shall be done, or ways and the paving of side-walks, and prescribing the time when and manner in which the 2 d section of the said act of April 6th, 1857, as amended by Act of 15th of April, 1858, the City Councils, and both Boards of the same, shall meet in each year, and on the first Monday of April, July and October, in each year, and at such other times as they may be called by the Mayor or a committee of Council and prohibiting either Council from adjourning for a longer time than three days, are hereby repealed.

SECTION 18. The 27th section of the said act of April 6th, 1857, as amended by the act of April 15th, 1858, providing for the appointment of one or two of a number of Council to any office which shall not have been filled by the people, and prescribing the length of term for which he shall have been elected to Councils, is repealed.

SECTION 19. Hereafter the Mayor shall be elected for the term of three years from the first Monday of February next, and in those years next ensuing the expiration of the term for which he shall have been elected, provided, that this section shall not disqualify the present Mayor from being elected for a second term. The city of Pittsburgh shall be and is hereby divided into four districts, for street purposes, as follows:

First District—To embrace the same territory which composed the first district as heretofore established.

Second District—To embrace the same territory which composed the second district as heretofore established.

Third District—To embrace all territory within the following boundaries, commencing on the Allegheny river at low water mark, thence along and adjoining the Fifth ward to the Ninth ward, thence along the northern line of the Ninth ward to the Manchester road, thence along said road northwardly to the Sharpsburg bridge, and thence along the Allegheny river to the place of beginning.

Fourth District—To embrace all that portion of the city not included in the First, Second and Third Districts above named.

SEC. 2. The First, Second and Third Districts shall have the control and supervision of their own street committee of councils, and the expenses of said districts shall be paid from an appropriation for District No. 1, shall be under the control and supervision of the Committee on Roads, which shall consist of one member from each of those portions of the townships of Collins, Peebles, Liberty, Oakland and Pitt, now included in said districts, and said committee shall have the control and disbursement of Appropriation No. 2.

SEC. 3. The Street Commissioners elected for the First and Second District shall serve in the districts for which they were respectively elected.

SEC. 4. The Street Committee shall be and is hereby authorized to appoint a Commissioner for District No. Three, to serve until the first day of February, 1869, who shall receive such salary as may be fixed by said Committee, to be paid out of the proper funds of No. 3.

SEC. 5. The Committee on Roads shall be and is hereby authorized to appoint one or more Commissioners, who may from time to time, for District No. Four, to serve until the first day of February, 1869, and to receive such salary as said Committee may fix, to be paid from Appropriation No. 4.

Mr. REYNOLDS moved that rules be suspended, and the ordinance read three times and adopted.

Mr. HERRON was in favor of having the ordinance take the regular course, and objected to a suspension of the rules, but afterwards withdrew his objection, and the ordinance, as read, was finally passed.

The Select Council amended the ordinance by adding to Sec. 3 as follows: "That the number of Commissioners to be appointed and the salaries referred in this and Sec. 4, be reported to and approved by Councils."

Mr. ZERN offered the following preamble and resolution:

WHEREAS, On the evening of the 31st of January last; the well known citizen and merchant of this city, Mr. Freyvogle, was robbed of $2,000 as reported, and as nothing has been heard of him up to the present time which would account for his absence, and

WHEREAS, There is no good grounds for believing that he has left the city of his own free will, or of premeditation; therefore be it

*Resolved*, That the Mayor be and he is hereby authorized to offer a reward of five hundred dollars for the recovery of the said Anthony Freyvogle, and wherever the said Anthony Freyvogle may be found dead or alive, and the murderer or murderers of his character shall not be found out.

Mr. ZERN moved that the resolutions be adopted.

Mr. JEREMY moved to lay the motion on the table.

Mr. REYNOLDS said that the family of Mr. Freyvogle were sufficiently able to offer a suitable reward, and he was opposed to Councils taking the matter up.

Mr. TORLEY moved that the matter be laid over until next meeting. Adopted.

THE SECOND WARD ELECTION.

The PRESIDENT read the following returns of the special election held in the Second ward:

CITY OF PITTSBURGH, }
SECOND WARD, January 28th, 1868. }

Whereby certify that at an election held in and for the Second ward of the city of Pittsburgh, on the 27th day of January, 1868, for the purpose of electing members of Common Councils, the following gentlemen had the number of votes set opposite their names respectively.

| | |
|---|---|
| D. W. C. Carroll received..... | 263 votes. |
| Thomas Bailey received..... | 263 votes. |

JOHN A. FLOYD, Judge.
JOHN F. HANNA, Inspector.
THOS. J. BIGELOW, "
R. H. WILSON, "
THOS. H. PURVES, "
G. C. DAVIS, Clerk.

Attest:

Mr. CARROLL, the successful candidate and member-*elect* appeared and took the usual oaths as one of the Common Councilmen for the Second ward.

THE GUARDIANS OF THE POOR.

The PRESIDENT read the following communication:

OFFICE OF THE GUARDIANS OF THE POOR, }
PITTSBURGH, February 4th, 1868. }

*To W. A. Tomlinson, Esq., President of Common Council of the City of Pittsburgh:*

DEAR SIR—The term of service of James Little and David Hutchinson as members of the Board of Guardians of the Poor, on the part of common councils, expires this day. The act incorporating the Board provides for the election to take place to fill the vacancies on the first Monday in February.

Respectfully yours,

(Signed) WILLIAM DOUGLASS,
President of Board.

Mr. BRUSH moved that Councils proceed to the election of two Guardians of the Poor. Carried.

The following gentlemen were then placed in nomination: Messrs. John Turner, Samuel M. Kier, Wm. Woods, David Hutchinson, Wm. Herron, James R. Reed and James Littell.

Council was then entered into, resulting as follows:

FIRST BALLOT.

| | |
|---|---|
| John Torrence.....15 | Samuel M. Kier.....5 |
| Wm. Woods.....15 | James R. Reed.....6 |
| David Hutchinson.....17 | James Littell.....7 |
| James Littell.....9 | |

*For Mr. Hutchinson*—Messrs. Barnhill, Barton, Beales, Boggs, Brush, Caskey, Davis, Dravo, Fitzsimmons, Hemphill, Jeremy, Kramer, Meyer, Reynolds, A. Scott, J. R. Scott, Sims, Torrence, Welden, 17.

*For Mr. Torrence*—Messrs. Barton Beales, Berger, Carroll, Daub, Dravo, Hilleman, Robinman, Robb, Torley, Torrens, Verner, Vick, Weldon, Tomlinson (President)—15.

*For Mr. Reed*—Messrs, Barnhill, Daub, Hare, Moorhead, Sims, Torley, Verner, Vick, 9.

*For Mr. Little*—Messrs. Berger, Carroll, Davis, Herron, Jeremy, Kramer, Robinson, Reynolds, Welch—9

*For Mr. Kier*—Messrs. Boggs, Hare, Hemphill, Herron, Hilleman, Meyer, Moorhead, J. R. Scott—8.

*For Mr. Herron*—Messrs. Boggs, Hare, Hemphill, Herron, Hilleman, Meyer, Moorhead, J. R. Scott—8.

*For Mr. Kier*—Messrs. Barnhill, Dravo, Davis, Fitzsimmons, Reynolds, A. Scott, Tomlinson (President)—7.

*For Mr. Woods*—Messrs. Barton, Brush, Caskey—3.

The PRESIDENT declared Mr. Hutchinson duly elected.

The Council then proceeded to

THE SECOND BALLOT.

| | |
|---|---|
| John Torrence.....12 | Samuel M. Kier.....6 |
| Wm. Woods.....12 | James R. Reed.....6 |
| James Littell.....8 | James Littell.....8 |

*For Mr. Torrence*—Messrs. Beales, Berger, Carroll, Daub, Robinson, Robb, Sims, Torrence, Verner, Vick, Weldon, Tomlinson, (President)—12.

*For Mr. Woods*—Messrs. Ahlborn, Barnhill, Barton, Brush, Caskey, Fitzsimmons, Mawhinney, Meyer—8.

*For Mr. Herron*—Messrs. Boggs, Dravo, Hare, Hemphill, Herron, Hilleman, Moorhead, Reynolds, J. R. Scott, 9.

*For Mr. Little*—Messrs. Davis, Jeremy, Kramer, A. Scott, Welsh, 5.

The PRESIDENT declared that there had been no choice.

Council then proceeded to the

THIRD BALLOT.

| | |
|---|---|
| John Torrence.....12 | Wm. Herron.....11 |
| Wm. Woods.....12 | |

*For Mr. Torrence*—Messrs. Barton, Beales, Berger, Boggs, Carroll, Daub, Davis, Fitzsimmons, Hare, Robinson, Reynolds, Robb, J. R. Scott, Sims, Torley, Torrence, Verner, Vick, Weldon, Tomlinson (President)—20.

*For Mr. Herron*—Messrs. Dravo, Hemphill, Herron, Hilleman, Jeremy, Kramer, Moorhead, Welch—8.

*For Mr. Woods*—Messrs. Barnhill, Batchelor, Brush, Caskey, Mawhinney, Meyer, A. Scott—7.

The PRESIDENT declared Mr. Torrence duly elected.

The election of Messrs. Hutchinson and Torrence was then made unanimous.

APPROPRIATION FOR ROADS.

Mr. BATCHELOR presented the following resolution:

*Resolved*, That the Controller be and he is hereby authorized to transfer from appropriation No. 12, (unappropriated Fund) to appropriation No. 22 (Roads) the sum of $10,000. Read three times and passed.

Mr. HARE objected. He thought it too early in the year to make transfers to appropriations.

Mr. BATCHELOR said the amount would be required by the Committee, and that it was not larger than had usually been expended, on the roads in the new districts.

Mr. BRUSH said the matter had been thoroughly canvassed by the Finance Committee, and they had concurred unanimously in recommending it to Councils.

Mr. HARE then withdrew his objections, and the resolution was read three times and passed.

OPENING OF SECOND STREET.

Mr. WILDEN presented a petition for an ordinance for the opening of Second street from Birmingham Bridge to Soho. Referred to Committee on Streets.

LAWRENCEVILLE FIRE COMPANY.

Mr. REYNOLDS presented a petition from Lawrenceville Fire Company, asking for an appropriation to be used for the erecting an engine house. Referred to Committee on City Property.

PAVING OF VINE STREET.

Mr. JEREMY presented a petition for grading and paving Vine street. Referred to Street Committee.

SEWER ACROSS BEDFORD STREET.

Mr. JEREMY presented a petition relative to a sewer across Bedford avenue, constructed by Street Commissioner Flynn, stating that the proper water course was down Bedford avenue, and praying accordingly.

Mr. BRUSH moved that the matter be referred to the Committee on Streets, with power to act.

Several members doubted the propriety of giving the Street Committee power to act.

Mr. BRUSH said the subject was an important one, and should receive the immediate attention of Councils.

Mr. A. SCOTT thought the Street Commissioner had power to make the improvement.

The matter was finally referred to Committee on Streets, with power to act.

OBSTRUCTIONS ON SECOND STREET.

Mr. CASKEY offered the following preamble and resolution:

WHEREAS, The Pittsburgh, Columbus and Cincinnati Railroad Company, unwilling to build but from own interests, and thereby obstructing second street with cars, consuming much time in unloading in and about the different goods and other freights, much to the detriment of business on that thoroughfare; therefore be it

*Resolved*, That the Street Committee be hereby instructed to adopt such measures as will prevent the said obstruction in the future. Read three times and passed.

PUBLIC GAS LAMPS.

Mr. WELSH offered the following resolution:

*Resolved*, That the Committee on Gas Lighting be instructed to have the proper number of public lamps erected on the south side of Second street, between Grant street and Cross street. Referred to the Committee on Gas.

WATER IN PITT TOWNSHIP.

Mr. GROSS presented a petition of citizens of Pitt township for water along Mahon street. Referred to Committee on Water.

DIVIDING THE CITY INTO STREET DISTRICTS.

Mr. REYNOLDS from the special committee on reconstruction of the street districts reported as follows:

*To the Select and Common Councils of the City of Pittsburgh:*

The undersigned, appointed a committee to reconstruct the street districts, would respectfully report the accompanying ordinance for enactment in passage.

(signed) W. N. OGDEN,
A. H. GROSS,
JOHN F. HANNA,
S. W. REYNOLDS,
G. W. BATCHELOR,
C. McCLOSKEY,
Committee.

Pittsburgh, February 3d, 1868.

*An Ordinance to Divide the City of Pittsburgh into Districts for the Regulation and Care of Streets.*

SEC. 1. Be it enacted by the City of Pittsburgh in Select and Common Councils assembled, and it is hereby enacted by authority of the same, That the City of Pittsburgh shall be and is hereby divided into four districts, for street purposes, as follows:

First District—To embrace the same territory which composed the first district as heretofore established.

Second District—To embrace the same territory which composed the second district as heretofore established.

Third District—To embrace all territory within the following boundaries, commencing on the Allegheny river at low water mark, thence along and adjoining the Fifth ward to the Ninth ward, thence along the northern line of the Ninth ward to the Manchester road, thence along said road northwardly to the Sharpsburg bridge, and thence along the Allegheny river to the place of beginning.

Fourth District—To embrace all that portion of the city not included in the First, Second and Third Districts above named.

SEC. 2. The First, Second and Third Districts shall have the control and supervision of their own street committee of councils, and the expenses of said districts shall be paid from an appropriation for District No. 1, shall be under the control and supervision of the Committee on Roads, which shall consist of one member from each of those portions of the townships of Collins, Peebles, Liberty, Oakland and Pitt, now included in said districts, and said committee shall have the control and disbursement of Appropriation No. 2.

SEC. 3. The Street Commissioners elected for the First and Second District shall serve in the districts for which they were respectively elected.

SEC. 4. The Street Committee shall be and is hereby authorized to appoint a Commissioner for District No. Three, to serve until the first day of February, 1869, who shall receive such salary as may be fixed by said Committee, to be paid out of the proper funds of No. 3.

SEC. 5. The Committee on Roads shall be and is hereby authorized to appoint one or more Commissioners, who may from time to time, for District No. Four, to serve until the first day of February, 1869, and to receive such salary as said Committee may fix, to be paid from Appropriation No. 4.

Mr. REYNOLDS moved that rules be suspended, and the ordinance read three times and adopted.

Mr. HERRON was in favor of having the ordinance take the regular course, and objected to a suspension of the rules, but afterwards withdrew his objection, and the ordinance, as read, was finally passed.

The Select Council amended the ordinance by adding to Sec. 3 as follows: "That the number of Commissioners to be appointed and the salaries referred in this and Sec. 4, be reported to and approved by Councils."

Mr. ZERN offered the following preamble and resolution:

WHEREAS, On the evening of the 31st of January last; the well known citizen and merchant of this city, Mr. Freyvogle, was robbed of $2,000 as reported, and as nothing has been heard of him up to the present time which would account for his absence, and

WHEREAS, There is no good grounds for believing that he has left the city of his own free will, or of premeditation; therefore be it

*Resolved*, That the Mayor be and he is hereby authorized to offer a reward of five hundred dollars for the recovery of the said Anthony Freyvogle, and wherever the said Anthony Freyvogle may be found dead or alive, and the murderer or murderers of his character shall not be found out.

Mr. ZERN moved that the resolutions be adopted.

Mr. JEREMY moved to lay the motion on the table.

Mr. REYNOLDS said that the family of Mr. Freyvogle were sufficiently able to offer a suitable reward, and he was opposed to Councils taking the matter up.

Mr. TORLEY moved that the matter be laid over until next meeting. Adopted.

THE SECOND WARD ELECTION.

The PRESIDENT read the following returns of the special election held in the Second ward:

CITY OF PITTSBURGH, }
SECOND WARD, January 28th, 1868. }

Whereby certify that at an election held in and for the Second ward of the city of Pittsburgh, on the 27th day of January, 1868, for the purpose of electing members of Common Councils, the following gentlemen had the number of votes set opposite their names respectively.

| | |
|---|---|
| D. W. C. Carroll received..... | 263 votes. |
| Thomas Bailey received..... | 263 votes. |

JOHN A. FLOYD, Judge.
JOHN F. HANNA, Inspector.
THOS. J. BIGELOW, "
R. H. WILSON, "
THOS. H. PURVES, "
G. C. DAVIS, Clerk.

Attest:

Mr. CARROLL, the successful candidate and member-*elect* appeared and took the usual oaths as one of the Common Councilmen for the Second ward.

THE GUARDIANS OF THE POOR.

The PRESIDENT read the following communication:

OFFICE OF THE GUARDIANS OF THE POOR, }
PITTSBURGH, February 4th, 1868. }

*To W. A. Tomlinson, Esq., President of Common Council of the City of Pittsburgh:*

DEAR SIR—The term of service of James Little and David Hutchinson as members of the Board of Guardians of the Poor, on the part of common councils, expires this day. The act incorporating the Board provides for the election to take place to fill the vacancies on the first Monday in February.

Respectfully yours,

(Signed) WILLIAM DOUGLASS,
President of Board.

Mr. BRUSH moved that Councils proceed to the election of two Guardians of the Poor. Carried.

The following gentlemen were then placed in nomination: Messrs. John Turner, Samuel M. Kier, Wm. Woods, David Hutchinson, Wm. Herron, James R. Reed and James Littell.

Council was then entered into, resulting as follows:

FIRST BALLOT.

| | |
|---|---|
| John Torrence.....15 | Samuel M. Kier.....5 |
| Wm. Woods.....15 | James R. Reed.....6 |
| David Hutchinson.....17 | James R. Reed.....6 |
| James Littell.....9 | |

*For Mr. Hutchinson*—Messrs. Barnhill, Barton, Beales, Boggs, Brush, Caskey, Daub, Dravo, Davis, Fitzsimmons, Hemphill, Jeremy, Kramer, Meyer, Reynolds, A. Scott, J. R. Scott, Sims, Torrence, Welden, 17.

*For Mr. Torrence*—Messrs. Barton Beales, Berger, Carroll, Daub, Dravo, Hilleman, Robinman, Robb, Torley, Torrens, Verner, Vick, Weldon, Tomlinson (President)—15.

*For Mr. Reed*—Messrs, Barnhill, Daub, Hare, Moorhead, Sims, Torley, Verner, Vick, 9.

*For Mr. Little*—Messrs. Berger, Carroll, Davis, Herron, Jeremy, Kramer, Robinson, Reynolds, Welch—9

*For Mr. Kier*—Messrs. Boggs, Hare, Hemphill, Herron, Hilleman, Meyer, Moorhead, J. R. Scott—8.

*For Mr. Herron*—Messrs. Boggs, Hare, Hemphill, Herron, Hilleman, Meyer, Moorhead, J. R. Scott—8.

*For Mr. Kier*—Messrs. Barnhill, Daub, Dravo, Davis, Fitzsimmons, Reynolds, A. Scott, Tomlinson (President)—7.

*For Mr. Woods*—Messrs. Batchelor, Brush, Caskey—3.

The PRESIDENT declared Mr. Hutchinson duly elected.

The Council then proceeded to

THE SECOND BALLOT.

| | |
|---|---|
| John Torrence.....12 | Samuel M. Kier.....6 |
| Wm. Woods.....12 | James R. Reed.....6 |
| James Littell.....8 | James R. Reed.....8 |

*For Mr. Torrence*—Messrs. Beales, Berger, Carroll, Daub, Robinson, Robb, Sims, Torrence, Verner, Vick, Weldon, Tomlinson, (President)—12.

*For Mr. Woods*—Messrs. Ahlborn, Barnhill, Barton, Brush, Caskey, Fitzsimmons, Mawhinney, Meyer—8.

*For Mr. Herron*—Messrs. Boggs, Dravo, Hare, Hemphill, Herron, Hilleman, Moorhead, Reynolds, J. R. Scott, 9.

*For Mr. Little*—Messrs. Davis, Jeremy, Kramer, A. Scott, Welsh, 5.

The PRESIDENT declared that there had been no choice.

The Council then proceeded to the

THIRD BALLOT.

| | |
|---|---|
| John Torrence.....12 | Wm. Herron.....11 |
| Wm. Woods.....12 | |

*For Mr. Torrence*—Messrs. Barton, Beales, Berger, Boggs, Carroll, Daub, Davis, Fitzsimmons, Hare, Robinson, Reynolds, Robb, J. R. Scott, Sims, Torley, Torrence, Verner, Vick, Weldon, Tomlinson (President)—20.

*For Mr. Herron*—Messrs. Dravo, Hemphill, Herron, Hilleman, Jeremy, Kramer, Moorhead, Welch—8.

*For Mr. Woods*—Messrs. Barnhill, Batchelor, Brush, Caskey, Mawhinney, Meyer, A. Scott—7.

The PRESIDENT declared Mr. Torrence duly elected.

The election of Messrs. Hutchinson and Torrence was the made unanimous.

APPROPRIATION FOR ROADS.

Mr. BATCHELOR presented the following resolution:

*Resolved*, That the Controller be and he is hereby authorized to transfer from appropriation No. 12, (unappropriated Fund) to appropriation No. 22 (Roads) the sum of $10,000. Read three times and passed.

Mr. HARE objected. He thought it too early in the year to make transfers to appropriations.

Mr. BATCHELOR said the amount would be required by the Committee, and that it was not larger than had usually been expended, on the roads in the new districts.

Mr. BRUSH said the matter had been thoroughly canvassed by the Finance Committee, and they had concurred unanimously in recommending it to Councils.

Mr. HARE then withdrew his objections, and the resolution was read three times and passed.

OPENING OF SECOND STREET.

Mr. WILDEN presented a petition for an ordinance for the opening of Second street from Birmingham Bridge to Soho. Referred to Committee on Streets.

LAWRENCEVILLE FIRE COMPANY.

Mr